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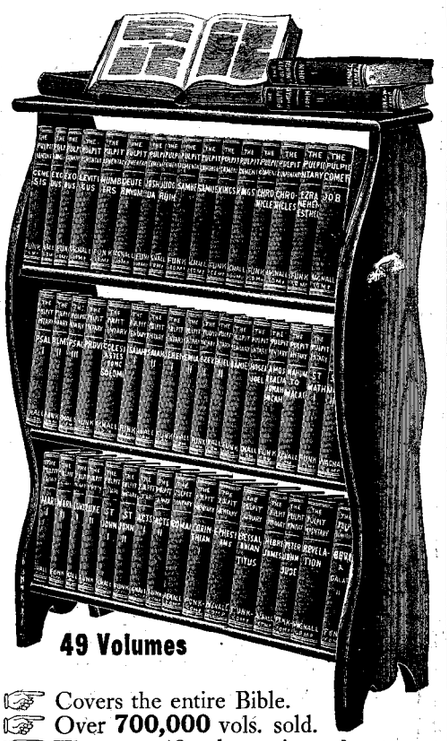

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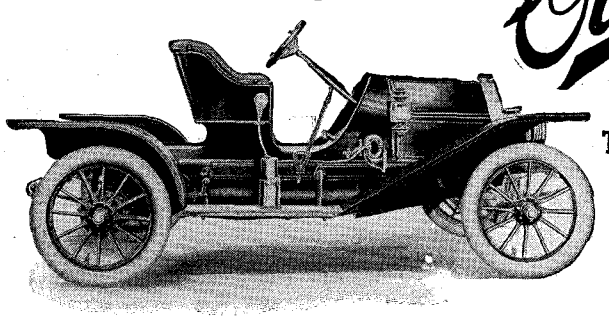

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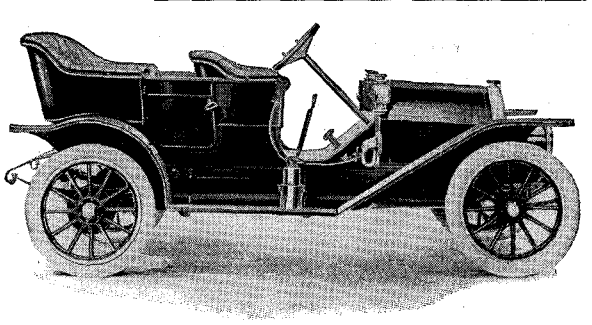

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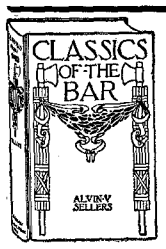

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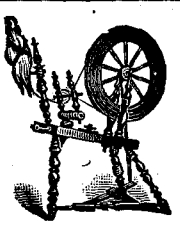

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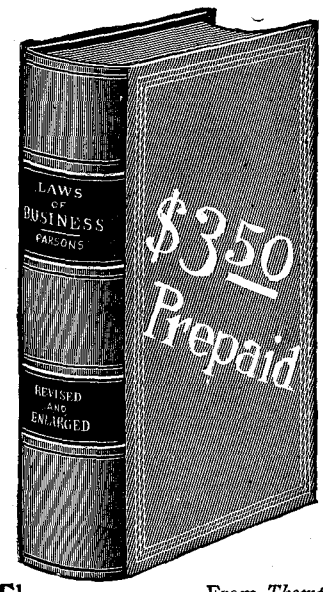

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

OIL MILLIONS LEFT TO HUMANITY

SOME call it "restitution," others "the endowment of progress," still others, "atonement"; Mr. Rockefeller himself is quoted as having hinted at it as the "benevolent trust"; but all agree that the plan to incorporate the Rockefeller Foundation for the purpose of benefiting all posterity through the proper application of the income from the Rockefeller millions is the most comprehensive scheme of benevolence in the history of humanity. Yet even thus early the question has been raised, which of the two really gives the more—John D. Rockefeller, Sr., in distributing the fortune that he can not use, or John D. Rockefeller, Jr., who, it is announced, will retire from the many financial enterprises with which he has been identified, to devote his life largely to the execution of his father's remarkable humanitarian project.

"I believe," Mr. Rockefeller senior is reported as having said in expounding his theory of wealth and its uses, "that as a doctor, or a poet, or a musician is given his talent to be developed for the benefit of mankind and to be used according to the dictates of his conscience, so was I given the talent for making money, to be used according to the dictates of my conscience." In its news-columns the New York *American* suggests that the Rockefeller Foundation may be the outcome of this theory. The bill for the incorporation of the Rockefeller Foundation was introduced in the United States Senate by Senator Gallinger, of New Hampshire, at Mr. Rockefeller's request. Its object is stated as being

"to promote the well-being and advance the civilization of the peoples of the United States and its Territories and possessions and of foreign lands, in the acquisition and dissemination of knowledge, in the prevention of suffering, and in the promotion of any and all the elements of human progress."

The incorporators are, John D. Rockefeller, John D. Rockefeller, Jr., Fred T. Gates, Starr J. Murphy, and Charles O. Heydt. The principal office is to be in the District of Columbia, and the incorporators request the usual broad powers in relation to the holding and management of property, and the exemption from taxation, usually accorded to great benevolent enterprises. How much will ultimately be invested in the Rockefeller Foundation is a matter of conjecture, but conjecture is exceedingly generous. For Mr. Rockefeller's endowment of his less comprehensive benefaction, the General Education Board, was $53,000,000; his gifts during the last twenty years, according to Fred T. Gates, exceed $150,000,000; and tho Mr. Rockefeller himself has authorized the statement that his fortune can not exceed $300,000,000, the late Henry H. Rogers declared his associate's income in one year to be $60,000,000, or about $6,845 an hour.

AN HEIR TO GREAT CHARITIES.

The son who resigns his commission as "Captain of the Captains of Industry" to devote his wealth to others. Some remark that his sacrifice is more real than his father's.

The Foundation, it appears from a widely published statement by Mr. Gates, has been under consideration by Mr. Rockefeller for two years, and evidently inspired the founder's statement of a year ago:

"I have always held the hope that during my life I should be able to establish efficiency in giving, so that wealth may be of greater use to present and future generations."

Mr. Gates explains that Mr. Rockefeller's object is to leave behind him a continuing benefaction, hampered by no restrictions, but applicable to the varying needs of different times and emergencies. When the framers of the bill to incorporate the Foundation used the words to "advance the civilization of the peoples of the United States," etc., they had in mind, we are told, civilization as exprest in the phrases, "Means of subsistence, progress in Government, language and literature, philosophy and science, art and refinement, and morals and religion." Mr. Gates is quoted by the New York *Times* as saying, in part:

"What Mr. Rockefeller purposes is for his money to be used in all the times to come as the then existing conditions may require, the determination of those conditions and needs being committed not to a 'dead hand,' but to the men living in those times. . . . .

"The bill has been drawn so broad that it will be able to contribute to causes and institutions 400 or 500 years from now, which perhaps have never been conceived of. Conditions are continually changing and the needs of humanity with them. Suppose a

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man in the fourteenth century had left a large amount to be used for a specific purpose in the twentieth century. It might not, and the chances are that it would not, be of any use at all because of the change of conditions and needs. . . . . .

"Suppose there is a great earthquake somewhere, with tens of thousands of persons suffering. The directors of the Foundation could vote any sum thought necessary for the relief of the afflicted

GO IT, ANDY! GO IT, JOHN!
—Rogers in the New York *Herald*.

and continue this help as long as required, withdrawing it when not needed. This could not be done with an ordinary gift or bequest."

Another friend of Mr. Rockefeller is cited by the same paper as authority for the statement that the founder

"Was seeking in the Foundation to establish a trust of philanthropy as he had founded an oil trust, and that he hoped eventually to lessen duplication and dissipation of effort in giving, and the opinion was even exprest that the day would come when there would be at least a working-agreement among the Rockefeller, Sage, and Carnegie Foundations, if not an actual combination of them."

The magnificence and broad utility of the scheme has appealed to the editorial imagination, and laudatory phrases are common and often commonplace.

The Chicago *Record-Herald*, deprecating too great readiness to look this gift-horse in the mouth, says of Mr. Rockefeller:

"He is organizing this magnificent philanthropic work not merely because he is a very rich man who can afford to be liberal, but because he has a deep sense of the obligations of wealth, because he enters fully into the joy of giving, and because the spirit that made him such a conspicuous exemplar of the give-while-you-live idea urges him to so arrange his affairs that the giving shall continue after his death. If he were not possest by this spirit he might do as many millionaires have done and bequeath all but a small part of his fortune to his family."

Where many other papers make slurring allusions to the methods by which the wealth now to be devoted to benevolent uses was acquired, the New York *World* offers the parallel:

"This is not the only Foundation whose bed-rock can not be scrutinized agreeably. Empires, thrones, aristocracies, society itself, rest too often upon beginnings of which no one is proud. Fortunes gained in slaves, in strange practises on the Spanish Main, in smuggling, in carrying rum to aborigines, in extortion, in conquest, in downright piracy, long ago furnished energy, culture, and devotion on the right side in many a fight for liberty and progress. Without money derived from sources now looked upon with disfavor some of the world's greatest heroes could not have rounded out their careers."

And the New York *Evening Journal*, a paper not usually considered friendly to the Rockefeller activities, reminds us that both father and son might have gone on accumulating money to the end of the chapter, as others have done, instead of devoting both money and energy to the advancement of human happiness; and adds:

"Think what you please of Rockefeller in the past. Describe as you please his business methods, his ruthlessness in competition.

"But remember that he at least is doing WHAT THE PEOPLE HAVEN'T HAD THE BRAINS TO DO FOR THEMSELVES. He is taking national wealth and using it FOR THE NATIONAL WELFARE.

"He is transforming his streams of oil into colleges, books, and scientific laboratories.

"Where others find in money only added possibilities of stupid self-indulgence, Rockefeller prefers to find the force that spreads knowledge."

Lest we forget our other benefactors, the New York *Tribune* publishes a tabulated statement showing that while the new Foundation may make Mr. Rockefeller the greatest giver, the present record for unloading wealth is held by Andrew Carnegie. It will be noted that *The Tribune's* summary falls $30,000,000 below Mr. Gates's estimate.

JOHN D. ROCKEFELLER.		ANDREW CARNEGIE.	
General Education Board	$53,000,000	Carnegie Foundation	$15,000,000
University of Chicago	29,309,000	Known library gifts in the United States	30,000,000
Rush Medical College	6,000,000	Carnegie Institute, Pittsburg	16,000,000
Baptist Missions, foreign	2,000,000	Carnegie Inst., Washington	10,000,000
Missions, misc. (known)	2,300,000	Libraries in foreign lands	10,000,000
Churches, misc. (known)	3,100,000	Scotch universities	10,000,000
Inst. of Medical Research	4,300,000	Hero funds	5,000,000
Barnard College	1,375,000	Carnegie Steel Co. employees	5,000,000
Southern Education Fund	1,125,000	*Dunfermline* endowment	5,000,000
Union Theological Sem.	1,000,000	Polytechnic Sch., Pittsburg	2,000,000
Harvard University	1,000,000	Peace Temple at Hague	1,750,000
Yale University	1,300,000	Allied Engineers' Societies	1,500,000
Baptist Educational Soc	1,000,000	Bureau of Am. Republics	750,000
Juvenile Reformatories	1,000,000	Miscellaneous	50,000,000
Cleveland city parks	1,000,000		
Y. M. C. A.	1,145,000		
Miscellaneous	13,350,000		
Total	$123,304,000	Total	$162,000,000

John D. Rockefeller, Jr., who, in accordance with his father's wish, will devote his energies to the application of the great fortune for humanitarian purposes, was born in Cleveland, Ohio, in 1874, and was graduated from Brown University in 1897. He was married, in 1901, to a daughter of Senator Nelson W. Aldrich, of Rhode Island, and has two children. His activity in charitable enterprises and Sunday-school teaching has been a frequent subject of newspaper comment.

The change in the public attitude toward Mr. Rockefeller amuses the Providence *Journal*, which sees the man, but recently reviled as "the oppressor of honest industry," now largely regarded as "a mild-mannered old gentleman of exemplary domestic tastes," and beneficent intentions. *The Journal* forecasts a great variety of sermons with the Rockefeller Foundation as a text, and surmises that some of the conclusions drawn by the sermonizers will be:

"1. It is more blest to distribute than it is to accumulate.
"2. No man can take a cent out of this world with him.
"3. Excessive riches are an embarrassment rather than a gratification.
"4. There is nothing so valuable as good health and an easy conscience.
"5. Even the richest of men can extract little from this world in a material sense beyond three meals a day and a place to sleep.
"6. The only logical and satisfying disposition of concentrated wealth is its redistribution."

Yet this philanthropy is not received with unalloyed praise. In addition to those carpers who refer to the prospective donation in such terms as "the return of the rake-off," there are not wanting others who doubt if the Foundation will unquestionably be to the

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STRIKE-BREAKER BEATEN AND KICKED.

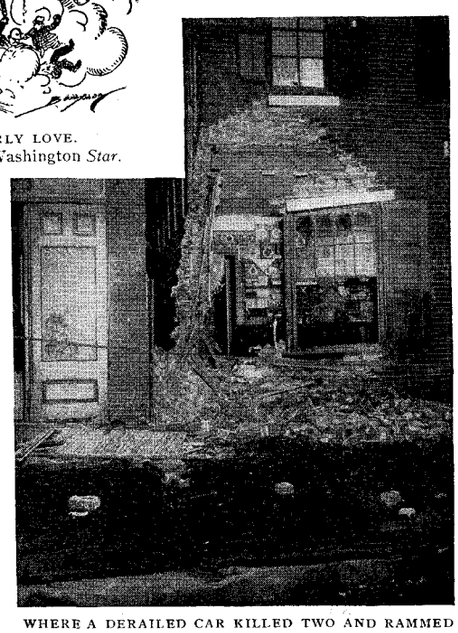
ARRESTING HOODLUMS.

MURPHY PRATT
THE TWO LEADERS OF THE STRIKE.

THE CITY OF BROTHERLY LOVE.
—Berryman in the Washington *Star*.

PHOTOGRAPHERS ON THE JOB.

STRIKER IN AN UNFAMILIAR OCCUPATION, CAPITALIZING PUBLIC SYMPATHY.



WHERE A DERAILED CAR KILLED TWO AND RAMMED A HOUSE.

WHAT WILLIAM PENN DID NOT ANTICIPATE.

ultimate advantage of mankind. Thus the New York *Press*, in an editorial headed, "The Great Rockefeller Gift—Let Us Have No More of the Like," reminds us that the Standard Oil Company does not pass into the hands of the American people and that every generation may see a fortune as large as that of John D. Rockefeller or larger:

"Then, if the future owners of the oil business should follow the example of the founder of the Standard, the country would be treated to the continuous performance of hundreds of millions periodically exacted from the people as tribute to an indefensible monopoly, with part of the plunder also periodically handed back to the people in the form of charity for the aggrandizement of the unpopular givers."

The danger that such gifts will be accepted as atonements for continuous economic gougings of the people, *The Press* thinks, "is the only possible insidious effect of the Rockefeller Foundation, but it is a grave danger."

Dealing with the real economic effect of the gift, the Brooklyn *Standard Union* points out that

"this is not an addition to the wealth of the world. What it means is simply that forever, or as long as the present organization of society lasts, the profits of certain businesses and certain industries will flow into the hands of a self-perpetuating board, to be spent by the members of the board for 'the promotion of well-being and advancement of civilization' as they see fit, subject, of course, to the laws, and no doubt in some measure to public sentiment. Wheels will turn, lands and houses will yield rent, wells will flow, mines will render up valuable substances, trade will produce profit, and labor will be exerted, for compensation, to pay

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the regular and permanent tax to this institution. It is a great mortgage upon the future."

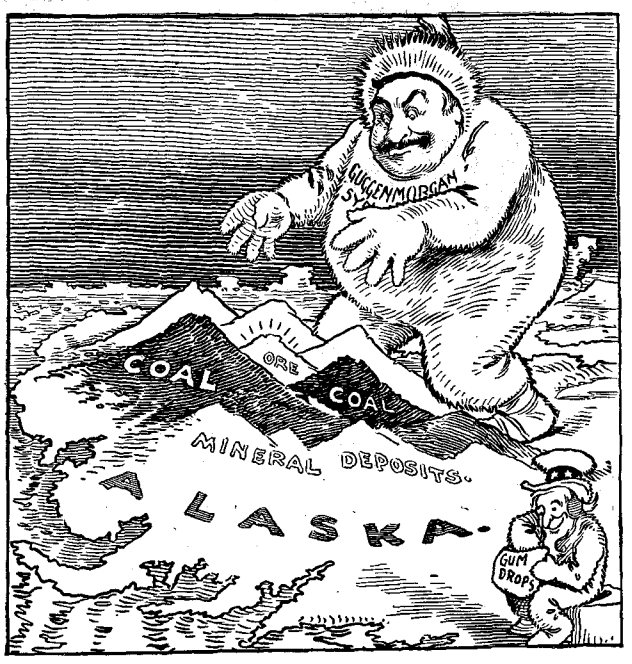
Whether or not the Foundation shall be a real blessing, *The Standard Union* concludes, is entirely dependent upon the wisdom and good faith of the men who shall administer it.

SECRETARY BALLINGER'S ORDEAL

"IT will then appear that Mr. Ballinger wilfully deceived the President and was disloyal to him," said ex-Forester Gifford Pinchot, speaking of the Secretary of the Interior. "I shall not reply through the press to the mendacious aspersions which Mr. Pinchot seeks to cast upon me," replied Richard A. Ballinger, the Secretary aforesaid. "I am not going to contradict Mr. Pinchot any more than I have to, but the truth is the truth," plaintively interjected Secretary Wilson, of the Department of Agriculture. And an observant press has agreed that the Senate committee appointed to investigate the Ballinger-Pinchot episode has apparently become a committee on nominations for membership in the Ananias Club.

In his preliminary arraignment of Secretary Ballinger, as "a dangerous enemy to conservation," Mr. Pinchot announced that, as to the policy of conserving water-sites, he would show "that Secretary Ballinger entered his office with the clear determination to make short work of that policy; that he reversed it as far as he was allowed to do so; that he restored the power-sites to entry without the remotest idea of withdrawing them." In the matter of the Cunningham coal claims Mr. Pinchot gave his unqualified indorsement to Mr. Glavis and declared that he would show by "undisputed documentary evidence" that the explanation of his conduct which Mr. Ballinger gave the President was "absolutely false in three essential particulars." Concluding, the ex-Forester said:

"When this story has been told, and the witnesses whom I shall ask you to call have been heard, you will realize that the interests of the people are not safe in Mr. Ballinger's hands, and that the country will demand of this committee a verdict in harmony with the general conviction that the Secretary of the Interior has been



ANOTHER GREAT TRIUMPH IN THE FAR NORTH.

The Great American Trust seems to have discovered Alaska.

—Bartholomew in the Minneapolis *Journal*.

unfaithful both to the public, whose property he has endangered, and to the President, whom he has deceived."

Yet Mr. Pinchot's first evidence was evidently rather a disappointment to his many editorial champions. He admitted that Mr. Ballinger had correctly and accurately stated the facts about the Cunningham coal cases in a letter to the President in September. The alleged false statements were contained in a letter written by J. T. Ronald, a former law partner of the Secretary, to Dr. Lyman Abbott, which Mr. Ballinger attached as an exhibit to a subsequent letter written to the President in November. Mr.

THE WAY THAT EXTINGUISHER IS WORKING.

—Bradley in the Chicago *News*.

Pinchot said he could not reconcile Mr. Ballinger's actions on these two occasions. Mr. Pinchot also admitted in cross-examination that he had been mistaken in several more or less important details in his testimony. Moreover, while Mr. Pinchot testified that he thought he had the consent of his former chief, Secretary Wilson, to his sending the famous letter to Senator Dolliver which led to the Chief Forester's dismissal, Secretary Wilson denied that he had ever given Mr. Pinchot permission to send a letter of that character.

Still, the New York *Evening Post*, while deploring that Mr. Pinchot's zeal "betrayed him into extreme statements which he could not justify when put to the proof," has to add:

"Yet it should not be forgotten that Mr. Pinchot's mortifying failure to sustain some of his most damaging charges against Secretary Ballinger does not, after all, go very deep into the merits of the case. For example, Mr. Pinchot's lawyer promised to prove by Messrs. Davis and Newell, of the Reclamation Service, that the Secretary went to them early in March, 1909, and announced that all withdrawals of land for water-power sites were illegal, that he then ordered them to recommend to him the restoration of all such lands, and did not indicate any intention to rewithdraw them, tho, of course, he afterward did so. If this is sustained by the testimony of the officials mentioned, it will throw a strong and unpleasing light upon Mr. Ballinger's conception of his duty as a guardian of the public domain."

Notwithstanding the fact that each of the two men chiefly concerned in the investigation have their through-thick-and-thin adherents, personal partizanship is lacking in most editorial comment, and there is a general demand for complete truth in a matter that so vitally concerns the nation. Thus that notably conservative periodical, *Harper's Weekly*, says:

"We venture the opinion that the men and the party who are now doing most of the investigating that fills the papers will not find it to their own interest to suppress anything that the public ought to know or to whitewash anybody who ought to be exposed. Unless we entirely mistake the public temper, this is not a time when the people will take kindly to being fooled. It will not profit the Administration if the joint committee of Congress brings in an unconvincing report giving Mr. Ballinger a certificate of fitness for

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his job, whether or not he afterward resigns. People are following the testimony too closely, and they have also too thoroughly made up their minds that it is the Administration's business to save the mineral wealth of Alaska for them, instead of letting it go to a syndicate for an utterly trifling consideration."

Pending the Senatorial investigation, *Collier's Weekly*, which has been especially antagonistic to the Secretary of the Interior, makes a bitter flank attack in an article purporting to give certain details of Mr. Ballinger's early business career.

OUR PART IN THE BATTLE-SHIP RACE

"COLUMBIA is to be, not the gem of the ocean, but the Amazon of the ocean," remarks the Kansas City *Journal*, if Secretary Meyer's plan for bigger battle-ships goes into operation. While Mr. Meyer denies any intention of having this nation outstrip even Great Britain and become the world's greatest naval Power, he does "want the United States to have the biggest battle-ships afloat, even if she does not lead in world supremacy on the seas." The construction of a gigantic 32,000-ton battle-ship, costing $18,000,000, with broadside batteries of 14-inch guns, which was considered at one time, seems to have been dropt, or perhaps postponed for a year, and the Secretary's program as finally accepted by the House Committee on Naval Affairs is outlined as follows by the Washington correspondent of the New York *Herald:*

"Two battle-ships of a design similar to those heretofore constructed and to cost about $11,000,000 each.

"Two fleet colliers at $1,000,000 each.

"One repair-ship to cost $1,000,000.

"Four submarines to cost about $500,000 each.

"The battle-ships, according to the provisions of the bill, will have to be as large as 26,000 tons, but the maximum weight is not fixt. Each ship will be armed with ten 14-inch guns. The tonnage will be as large as will be necessary to carry this number of guns. That it will be in the neighborhood of 27,000 is most likely.

"For commencing work on the new vessels named in the bill the committee includes approximately $15,550,000. This makes the total of the naval bill about $130,000,000, which is $5,000,000 less than the appropriation made last year. The method of constructing the new vessels is left to the discretion of the Secretary. The committee understands that Mr. Meyer purposes to have the new battle-ships built by contract."

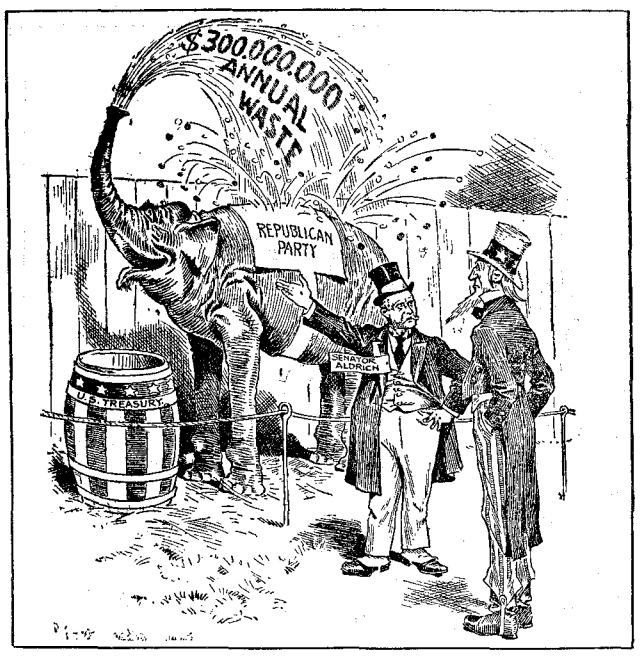
That this program, which is the President's, as well as Secretary Meyer's, will be strongly opposed is shown by a statement made by Representative Tawney, chairman of the House Committee on Appropriations. He foresees national bankruptcy and charges the agitation for an increased Navy to the shipbuilding interests of the United States, which "are even now getting ready to start another war scare, Japanese, German, or otherwise, with a view to stimulating popular favor for an extravagant outlay for the Navy." He adds:

"In view of our geographical isolation, which, as a means of national defense, is worth more to us than the largest navy any nation in the world possesses, and also in view of the fact that in the fiscal year ended June 30, 1909, we expended 71 per cent. of our government revenues on account of wars we have had and wars we are preparing for, it is rather amazing to find a naval program proposed that will so greatly increase our appropriations under this head.

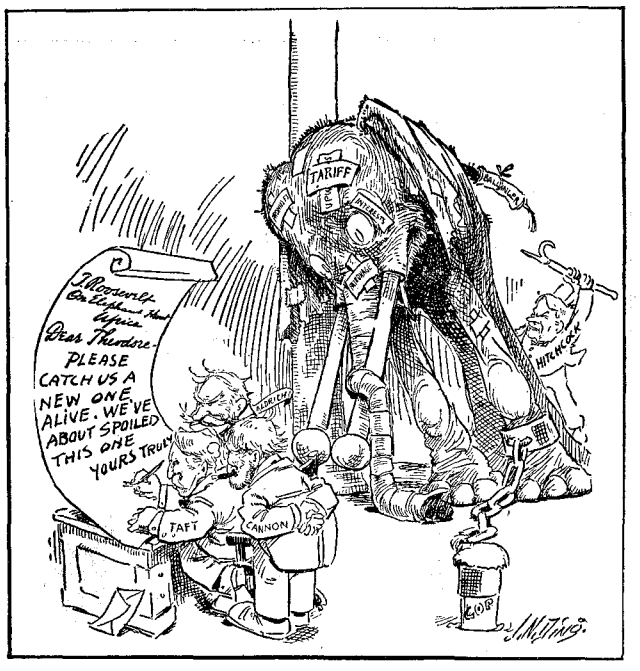
"We are at peace with all the world. There is not even a prospect of our becoming involved in war with a foreign nation. It seems almost incredible that any one would suggest the adoption of a naval program which will involve the expenditure of more money than we have under existing revenue laws, and a policy, too, which will virtually put out of commission at least half our war-vessels by making them inferior in size in comparison with those giant battle-ships now proposed."

Mr. Tawney is "absolutely right," exclaims the Rochester *Post-Express* (Rep.), for this constant demand for "more ships, bigger ships, larger docks and more of them" is nothing but a "senseless craze." How foolish, says the New York *World* (Ind. Dem.), to "squander $18,000,000 for one battle-ship when there is already in existence a $5,000 flying-machine capable of carrying enough brains, brawn, grit, and nitro-glycerin to send it to the bottom in an instant." *The Independent* (New York) calls attention to a "significant pamphlet," just issued by the New York Peace Society,

"in which it is shown, among other things, that the cost of one battle-ship would establish fifty manual-training schools, teaching the rudiments of a trade to 75,000 people a year, or would buy the White Mountain Forest Reserve, containing 250,000 acres; or would build a macadam road between New York and Chicago; or would build and equip forty eight-story Y. M. C. A. buildings, etc.; while the cost of the two new super-Dreadnoughts that Secretary Meyer wants would be sufficient to dredge the proposed 6-foot channel in the Mississippi River from St. Paul to New



ONCE MORE IT COSTS A LOT TO KEEP AN ELEPHANT.
—DeMar in the Philadelphia *Record*.



A LETTER TO THEODORE.
—Darling in the Des Moines *Register and Leader*.

WASTEFUL AND WISTFUL.

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Orleans; or would practically wipe out tuberculosis from New York City."

On the other hand, the Chicago *Inter Ocean* (Rep.) believes that "the United States needs a powerful Navy." Talk of future universal peace and international disarmament is all very well, but it is only common sense, asserts the Baltimore *American* (Rep.), to recognize the fact that our Government must "accept the world situation as it is." *The Press* (Rep.) and *Tribune* (Rep.) in New York, strongly support the Administration naval policy. Such a policy is the "safest and soundest method of preserving peace," the Washington *Post* (Ind.) reminds us. "Retrenchment in governmental expenditure is necessary beyond a doubt," the Charleston *News and Courier* (Dem.) observes, "but retrenchment in the Navy would not only be short-sighted, but it would lead inevitably to lamentable results."

A HELPING HAND FOR THE INCOME TAX

THE pitiable condition of the proposed income-tax amendment to the Constitution after the staggering blow it received from Governor Hughes has evidently appealed to the tender sensibilities of Senator Root, and the editorial watchers are wondering if his helping hand will succeed in raising it to its feet. The Governor, it will be remembered, thought the amendment improper because it proposes to tax all incomes "*from whatever source derived.*" This sweeping phrase would permit Congress to tax incomes derived from State bonds, which would naturally depress the value of the bonds, and we would thus have the spectacle of the National Government interfering with the financial resources of the sovereign States. The Senator, however, is equally sure that the Governor is needlessly alarmed and that no such deplorable result would occur. The Senator could not write a message to the New York State legislature on the subject, as Governor Hughes did, but he could and did write a letter to Senator Davenport, and the latter could and did rise and read it in the open Senate at Albany, which came to much the same thing. In this letter Mr. Root quotes from a number of Supreme-Court decisions to show that State bonds are always held to be exempt from Federal taxation, no matter how sweeping, and he concludes that the all-embracing phrase quoted above will be similarly construed. He writes:

"From the earliest times of our Government the apparently unlimited taxing-power conferred by the terms of the Constitution has been held not to apply to the instrumentalities of the State. Under it acts of Congress, which, by their express terms, appeared to include instrumentalities of State government, have uniformly been held not to include them. This uniform, long-established, and indisputable rule applied to the construction of our Constitution—a rule which has been declared to be essential to a continuance of our dual system of government—forbids that the words of that instrument conferring the power of taxation should be deemed to apply to anything but the proper subjects of national taxation. Under it we are forbidden to apply the words 'from whatever source derived' in the proposed amendment to any of the instrumentalities of State government."

The Senator's elaborate argument wins unqualified approval from many of the strong supporters of the measure, such as the New York *World* (Ind. Dem.), or the Indianapolis *News* (Dem.), which finds that Mr. Root's letter "cuts the ground from under the Governor's feet and leaves him, like Mohammed's coffin, suspended between heaven and earth."

Opponents of the measure, however, find Senator Root's argument "ingenious and plausible, but not convincing," and they question the Senator's license to guarantee that the Supreme Court will force a limited construction on an unlimited provision. Thus we read in the Philadelphia *Public Ledger* (Ind.):

"It is incredible that Mr. Root believes his own illogical argument, or can see in it anything but a reason for opposing this useless if not dangerous amendment. The real difficulty is that the Republican party in Congress was impelled by political necessity to adopt this Bryanite proposition to secure votes for the revenue bill.

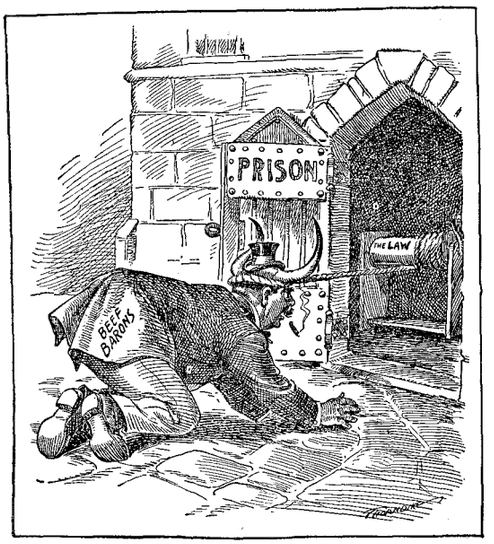
"Mr. Root, as the party leader in New York, wishes to keep the State in harmony with the Administration policy, and as Governor Hughes had given strong reasons for rejecting the amendment, the Senator has done the best he could to explain it away. It is not the statesman that speaks on this occasion, but the politician."

In New York State, where the discussion is naturally most active, the Republican press seems inclined to support the Governor as against the Senator. The Rochester *Post-Express* (Rep.) denies the Senator's statement that "it would be cause for regret if the amendment were rejected by the New York legislature," and declares that "he must bear his fair share of the responsibility for the perilous position in which the Republican party finds itself to-day," through its inconsistent support of one of "Bryan's policies." The New York *Press* (Rep.) wonders,

"how much more brilliantly Mr. Root would have pleaded the case

COMMON PEOPLE
PROMISES
PROMISES
PROMISES

THE NEW LAW OF SUPPLY AND DEMAND.
—Rogers in the New York *Herald*.



GATES AJAR FOR THE BEEF BARONS.
A little cold storage within would improve them.
—Thorndike in the Baltimore *American*.

THE BEEF TRUST AND THE LAW.

against the income-tax amendment, if the fortunes of politics had thrown him on that side, than he has now supported the lost cause of the pending measure. Senator Root is said to aspire to the United States Supreme Court. If an inscrutable Providence should realize his hope, and if the question he advocates now were taken before our highest tribunal, we could easily imagine Root, J., shattering into finest flinders the reasoning presented by Root, Senator of the United States, in his defense of his client the National Administration."

And the New York *Tribune* (Rep.) opines that the view which Governor Hughes exprest "is likely to persist in spite of assurances that the new amendment will be judged in the light of the old Constitution rather than the old Constitution in the light of the new amendment."

The Brooklyn *Eagle* (Ind.), with several other influential, conservative papers in New York State, agrees with the Governor that in its present form the amendment surrenders the State's "inherent right of control over its own financial affairs" and urges that "the legislature should support the Governor and beat the President and his advocate, Mr. Root, by beating the amendment."

Still other papers take the simple view that when Governors and Senators are at odds over the meaning of so important a measure as a constitutional amendment, the wording should be made unambiguous. The case is thus summed up in the New York *Evening Post* (Ind.):

"The Senator agrees with the Governor that the income from State and municipal securities ought not to be taxed. Mr. Root thinks they would not be, even under the amendment as it stands, but Mr. Hughes fears that they may. Then what could be simpler, what a plainer duty, than for both sides to the controversy to come together and remove all doubt by removing the words which alone raise the doubt?"

The Brooklyn *Citizen* (Dem.) finds that the comment of the leading Republican papers in New York State on the Senator's letter "indicates a determination on the part of the chief men in the party to defeat the income-tax amendment," and, in reference to Governor Hughes's pronouncement on the measure, adds:

"That the pretext upon which it is being opposed, namely that it menaces the rights of the States, is sophistical, every intelligent person knows. The opposition is based not upon any danger to the State, but upon the principle of the proposed tax."

A more darkly intricate political plot against the amendment is discerned by the New York *American* (Ind.), which accuses the Governor and Senator of "muddling the income tax" in order to raise doubts upon a measure in which the carefully considered views of Congress are clearly exprest, and thus to insure the rejection of an amendment upon which "the people are so nearly unanimous that it could not possibly be defeated by direct opposition."

THE MAGAZINE-POSTAGE WRANGLE

THE President recently commented humorously in a public speech on the predicament of the magazines that have been accusing almost everybody else of robbing the people, and who now find themselves accused of the same crime in making their profits from low postal rates, causing a deficit the people have to pay. In reply Senator Dolliver roused a roar of cheers (at the Periodical Publishers' dinner in Washington) by remarking that if the Administration tried to raise the rate, the Post-office Department would be made the object of a "pretty thorough investigation." The Senator in these words voiced the main contention of the magazines, as presented in *The Saturday Evening Post* and elsewhere, that the real cause of the postal deficit is a sad lack of good business management in the Department. To this the Postmaster-General responds that it is good business management to stop leaks, and he proposes to stop one leak by stopping the loss on magazine postage. The Periodical Publishers recently issued a long statement, based on the figures of the Department itself, to show that the magazines are not to blame for the deficit, and the Postmaster-General is now out with an equally long reply to show that they are. His main bid for popular favor comes in the closing paragraph, where he says:

"The vast sum the taxpayers of the country are annually expending in order to permit the distribution of these periodicals through the mails at a rate of postage so far below the cost to the Government could be applied in other ways for the benefit of the postal service with much greater advantage to the public generally. For example, if the rate on second-class mail were made high enough to cover the entire cost of transporting and handling it, which has not been suggested, it would be possible, without creating a deficit, to reduce the postage on letters from two cents to one cent. Every time a two-cent stamp is now placed on a letter it defrays not only the expense of handling and transporting the letter, but helps to pay in almost equal measure the cost of distributing through the mails the periodical publications of the country."

In this statement Mr. Hitchcock "has sent the structure of argument reared by the magazine publishers toppling to the ground," exclaims the Washington *Post*; and the Baltimore *American*

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comes out with a strong editorial classing the magazines with the predatory trusts and hailing the daily papers as the real champions of liberty and the true friends of the common people. The blessing and cursing are thus distributed:

"It would be obviously unfair to increase the second-class rate without exempting from the new provisions the daily papers. These are the mediums of common intelligence. They belong to the people. They reflect the prevailing views. They form public opinion. They represent in a way a community enterprise, more so, possibly, than anything else that enters into the economy of society. The newspapers are absolutely necessary to the Government, as they are for the general business interests of the country and for financial reports. They are the *sine qua non* of modern civilization. They are the common educators of the people. They do a police work and a work of moral and sanitary reform, as well as of patriotic purpose, that places them in a class to themselves. The magazines are a luxury; they provide entertainment. They have no reason to be given the consideration that should be extended the newspapers. . . . The general field of newspaper publishing is competitive, while that of the magazines under the present trend will become closed and monopolistic. Therefore, the authorities should very clearly distinguish between the legitimate classification of newspapers under the prevailing second-class rate and the periodicals that form the yoke upon the neck of the Post-office."

The Postmaster-General's argument is considered far from conclusive, however, by the New York *Evening Post*, and the Philadelphia *Inquirer* remarks that if Mr. Hitchcock really wishes to turn the deficit into a surplus, and benefit the people, he will recommend a parcels-post. This idea is also finding expression in many other papers, and a recent mass-meeting in Cooper Union, in New York City, called by John Brisben Walker, adopted resolutions providing for "organizations throughout the country" to push this agitation. A series of very pertinent questions were also framed, which are to be sent to each Senator and Representative in Congress, asking why the Government should not take over the business of the express companies. The New York *Press* observes:

"The Postmaster-General dodges the main issue as to the departmental deficit. Mr. Hitchcock, in trying to fix the blame for this shortage on the periodical publishers, undertakes to show that the deficit is larger than it has been made to appear.

"If the Postmaster-General is right, then the argument in favor of a package-post is strengthened. The weakness of Mr. Hitchcock's policy is its attempt to exact the sum of the postal deficit from the publishers and readers of second-class matter, when, instead, if the public convenience were served by the Post-office Department with a package-post, the revenues would be increased enormously more than by raising the postage on periodicals. The lack of this parcel-post service results in a great waste of valuable equipment ideally designed for the purpose, now owned by the Government, and kept more than half idle for no reason which Mr. Hitchcock dares to offer. The Postmaster-General has no defense for the failure of the Government to provide a convenience which at one and the same time would wipe out the deficit and substitute a large profit, bring consumer and producer into closer touch, and relieve the American people from the excessive charges of the express monopoly.

"Mr. Hitchcock, by quarreling with the periodical publishers over items of his confusing reports, can succeed in avoiding the question why he does not strive for a better way of wiping out the deficit than raising the tax on the current literature of the people. But the Postmaster-General can not succeed in convincing the country that its interests would not be vastly improved, with profit to the Government and to all concerned, except the express monopoly, by using the waste power of the Post-office Department to carry packages for the people at rates alike affording great relief to them and vast profit to the Government. Probably it is because he is sure he can not defend the conspicuous failure of the present postal system in this regard that Mr. Hitchcock does not make the attempt."

The organization of the Department is declared to be antiquated and grossly defective in a report by a Congressional commission, and a bill has been introduced by Senator Carter to reform it; but the Chicago *Tribune* doubts if it will pass. We read:

"The Post-office Department, run on politico-business lines, and with a fine contempt for modern business methods, takes in $203,000,000 a year and spends $220,000,000. It could be so managed as to give the people better service for less money and earn a decent surplus. The methods in vogue are so poor that the books do not show, and can not be made to show, the cost of any particular service performed by the Department. The books are not correlated. A trial balance can not be struck. The unsystematic and decrepit methods of this great Department would be a disgrace to a small private concern.

"The Department rests on some sections of an act of 1835, supplemented by occasional fragmentary legislation. It is not so strange that there should be a lack of smooth and unified operation. The entire fabric needs to be recast and put in business trim. That is what was proposed by the Postal Commission of 1907, but Congress has not acted on its recommendations. . . . .

"Tho the efficiency of the Department is impaired by politics, it may be impossible to get it out of politics as long as there are postmasters, and Senators and Representatives who insist upon selecting them. But the clumsy, cumbrous, and costly administrative methods can and should be swept away. The bill embodying the recommendations of the Postal Commission which is now before Congress would do it. If Congress were sincere in its professions of economy it would pass the bill."

TOPICS IN BRIEF

LLOYD'S is too wise to write any insurance on the ship subsidy at this session.—*Kansas City Star.*

STILL, no one has as yet suggested Pinchot and Glavis for a 1912 possibility.—*Atlanta Journal.*

"THE painter of Presidents" is dead, but the whitewasher of officials is still on the job.—*Baltimore Sun.*

PRESIDENT TAFT is anxious to have the *Maine* raised. It should be done. Everything else is going up.—*St Paul Pioneer Press.*

THE Treasury Department has decided that the hen is a bird, but our own view is that she is an angel.—*Ohio State Journal.*

YOU will notice, tho, that to this date nobody has suggested the name of Colonel Roosevelt for Vice-Presidential honors.—*Newark News.*

AFTER all the portraits the magazines have published of F. H. Hitchcock his stand on second-class rates seems a little unappreciative.—*Washington Star.*

IT is reported that Theodore Roosevelt, upon his return home, will write a history of Texas. That will take at least thirty minutes of his time.—*Toledo Blade.*

A CRAZY elephant had to be killed in Evansville, Ind. If any one sees here a suggestion of a remedy for high prices, he will understand the fears of President Taft.—*Brooklyn Eagle.*

SENATOR ALDRICH says that he would undertake to run the Government, if permitted to do so, for $300,000,000 a year less than it now costs. What does Mr. Aldrich mean by "if permitted to do so?"—*Chicago Tribune.*

THE trusts may stop singing "Our Old New Jersey Home."—*Baltimore Sun.*

ANOTHER item in the high cost of living: $18,000,000 battle-ships.—*Washington Times.*

ACCORDING to the tariff, a hen is a bird until she lays an egg.—*Memphis Commercial Appeal.*

IMPORTATION of foreign eggs must not be tolerated. We spurn the foreign yoke.—*Wall Street Journal.*

JOHN D. ROCKEFELLER is a valuable citizen. He keeps J. Pierpont Morgan from owning everything.—*Toledo Blade.*

As the proverb is revised by the trade, you are not to count your chickens till they are cold-storaged.—*New York World.*

F. HOPKINSON SMITH says New York is the most insolent city in the world. Did he forget to tip somebody?—*Pittsburg Dispatch.*

As the Department of Agriculture decides that the hen is a bird, the hen might return the compliment.—*Nashville American.*

SENATOR GORE says the ship subsidy is a "brazen, barefaced, unblushing graft." Outside of that it is probably all right.—*Grand Rapids Press.*

UP to the time we lope off to press about the only post Mr. Roosevelt hasn't been offered is the chair of poetry at Missouri University.—*Buffalo News.*

A STRANGER in Washington mistook Speaker Cannon for a minister the other day.—*Rochester Democrat and Chronicle.* The stranger must have been "hard of hearing."—*Chicago Record-Herald.*

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PRUSSIA'S FIGHT FOR ELECTORAL REFORM

CATCALLS, hoots, and laughter greeted the Imperial Chancellor of Germany a few days ago, we read in the German papers, and he was treated with unprecedented contumely and insult in the Prussian Diet because, after promising to reform the present obsolete franchise law, he proposed a plan which practically offered no reforms at all. At present the Government is controlled by about one-sixth of the whole population. He amends this grotesque condition of things by proposing the same power shall be vested in one-fourth of the population! This is really the only important change he would admit.

The present election law, which he had promised to amend, is considered "preposterous" by the German and English press. "It is the most ungenerous in Europe," according to *Vorwaerts* (Berlin). By this law the voters of the greatest taxpaying capacity, that is, the richest, have the most votes. Three voters of the first class, by a property estimate, have the same voting power as twelve of the middle-class voters, or eighty-four of the third class. The seven Socialists, who interrupted the Chancellor while he unfolded his system of amendment, represent a fifth part of the total votes cast at the last election, whereas the Conservatives, of which there are 150 members in the Diet, polled less than a seventh. The seats, moreover, are distributed in a manner as obsolete as that which obtained in England before the Reform Bill of 1832. In the last thirty years the towns of more than 2,000 inhabitants have increased their population by the accession of about 10,000,000 people, while the country population has remained stationary. Great hopes were held out in Kaiser William's speech from the throne that these antiquated abuses would be remedied. But none of them has found any redress. As the London *Spectator* remarks:

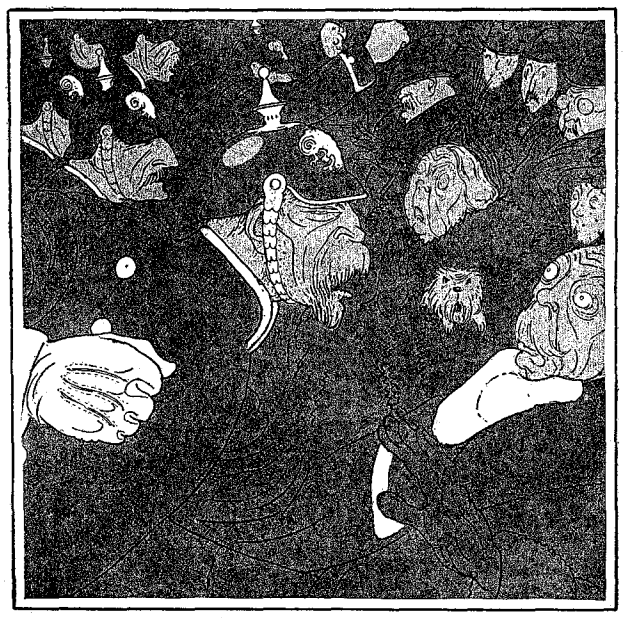
THE CHANCELLOR GETTING HIS ORDERS.

The tall man on the left tried to appease the Prussian demand for reform by a bill that only roused the people to greater fury. One angry Berlin editor says the Chancellor's idea of reform is to tie "a new ribbon on the cue of an ancient wig."

"What does Herr von Bethmann-Hollweg's bill do? It abolishes the principle of indirect voting, but it retains the open vote and the principle of the three classes, and it refuses redistribution . . . and while one-sixth of the electorate can now outvote the rest, in future apparently one-quarter will be able to do so. Remembering the promises of reform which were made from the throne and the high expectations justly founded upon them, we must say that the bill gives a stone to those who asked for bread."

The indignation of the people has been exprest by riots and the waving of red flags in the streets of Berlin and Frankfort. A cry is made for the abolition of the three classes, and the institution of manhood suffrage, such as obtains to a greater extent in the case of the imperial parliament, the Reichstag. The popular ideas on this subject are well exprest by the *Berliner Tageblatt*, in which we read:

"It is only with a feeling of burning shame and indignation that we can regard this incredible, illiberal, almost inconceivable program, on the lines of which Mr. von Bethmann-Hollweg thinks to educate the Prussian people in political enlightenment and a sense of political responsibility. His idea of political enlightenment is that of a mere pedantic Dryasdust who thinks that he is capable of carrying out a reform by tying a new ribbon on the cue of an ancient wig. His conception of statesmanship is that of a country beadle who considers that the first duty of a citizen is submission to stagnant order."



THE GOVERNMENT'S ANSWER.

What the people of Berlin got when they asked for reform.
—*Simplicissimus* (Munich).

THE GREAT ELECTORAL REFORMER.

"Bethmann, Bethmann, the next time I distribute honors, you shall have the title of the century's champion dodger!"
—*Jugend* (Munich).

This tirade is not exactly echoed by the Berlin organ of the Liberals, the *National Zeitung*, which thinks the party it represents would prefer to improve the Chancellor's scheme so as to

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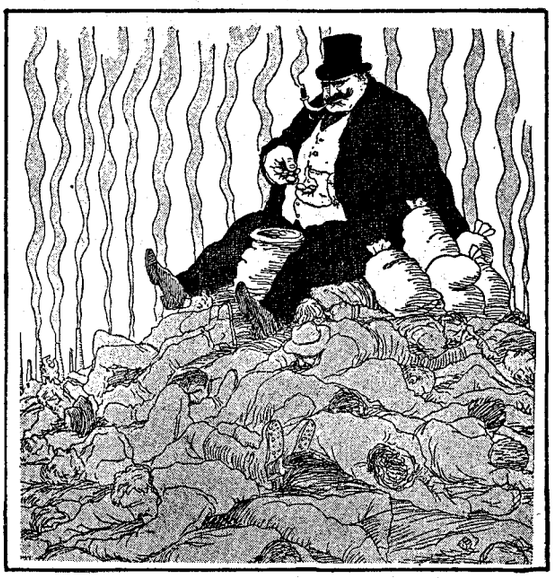
"bring it more into harmony with modern political life in Europe." "The program is a bitter disappointment," declares the *Vossische Zeitung* (Berlin). All the Liberal organs echo this opinion. The *Norddeutsche Zeitung*, a semi-official organ, refrains from discussing the merits of the bill, and cautiously confines itself to a condemnation of those Socialist leaders who stirred up riots in Berlin and Frankfort, which resulted in injuries to 300 citizens. This "frivolity" brings trouble "on an increasing number of working-class families." The restriction of the franchise is considered a good thing by those friends of the Kaiser, however, who believe that a more democratic Diet would oppose his plans. Thus "the best feature of the bill," curiously remarks the *Kreuz Zeitung* (Berlin), the leading Conservative organ, "is that it keeps the Prussian representative system at so far a distance from that of



GERMANY'S INDUSTRIAL BATTLEFIELD.

In 1908 there were 9,856 deaths and 133,109 serious accidents on the industrial battlefield of Germany alone.

—*Der Postillion* (Stuttgart).

the Reichstag," which has often proved recalcitrant to the programs of Chancellor and Kaiser.

The strongest English condemnation of the Chancellor's proposals is found in the London *Spectator* (Liberal), cited above. From this paper we further quote the following:

"The speech in which Herr von Bethmann-Hollweg introduced his bill in the Prussian Diet on Thursday week for reforming the Prussian franchise was an extraordinary essay in the philosophy of a rigid and hermit-like Conservatism. It provoked the Socialists to perform such an *obligato* of interruptions that the *Times* correspondent said that no Minister-President had ever had to put up in debate with so many affronts; and it appears that there was no group in the Diet which did not discover in the speech several things to laugh at. . . . The bill has slammed a door loudly in the face of those people. It would be surprizing indeed if the working classes of Prussia were not angry."

In Paris the *Temps* praises the Chancellor's stand against the reforms, for universal suffrage would "ruin Prussia's monarchical traditions," the secret ballot "would rob the voter of his sense of responsibility to the State," and a new distribution of the electorate would bring the Socialists into power. The Paris *Figaro*, in perfect agreement with the *Temps*, observes:

"It is easy to see why the Socialists and other opposition parties make this attack upon the Imperial Government. The true significance and object of that attack can escape the comprehension of no one. They wish to win at the point of the bayonet equal, *i.e.*, manhood suffrage, and a secret ballot. This is not a question of more or less liberty to the people, but of more or less power of conquest to the systematic enemies of property and liberty, not only in Prussia, but in every country."—*Translation made for* THE LITERARY DIGEST.

PROGRESS OF CANADA ON THE PACIFIC

So much has been written of Canada as a wheat-growing country, and so frequently have been celebrated the glories of the great grain-producing provinces of Manitoba, Saskatchewan, and Alberta, that injustice has almost been done to Canada west of the Rockies. Yet the development of this region has been as remarkable within the last few years as the growth of wealth and population in the rest of the Dominion. This point is dwelt upon at some length by Villetard de Laguérie in the *Tour du Monde*, a semi-scientific and characteristically Parisian weekly of travel and colonial national life. Valuable deposits of gold, silver, platinum, and copper have been come upon on the British Pacific coast, says this writer, and the only coal discovered from the borders of Mexico to those of Alaska in the Pacific countries is in British Columbia. Mr. Laguérie tells us:

"Scientific prospectors, encouraged by the discovery of gold in the Klondike in 1896, and arguing that the vein at Dawson must be continued southward, eventually discovered the placers of Atlin at the angle formed by the frontiers of Alaska and British Columbia on the shores of Lake Taku, British Columbia. Mining has been prosecuted with great success and the returns are still on the increase. The Government maintains a flourishing quartz-crushing plant at Victoria, British Columbia. Between Vancouver and the coast iron was discovered in 1899."

With regard to the returns of gold and other metals for the past year this writer says:

"From the placers of the British Pacific Coast the gold extracted has been valued by millions of dollars. Equally successful has been the mining of silver and copper. The most important mining centers are situated in the mountains known as 'The Gold Range,' running west of and parallel to the Rockies. These mountains contain also deposits of silver, lead, copper, and coal."

So far for the mineral wealth and winnings of this region. Agriculture has also flourished along the lines of the railroad, where transportation has been facilitated. Since 1901 British Columbia has exported many millions' worth of agricultural products, and since 1891 3,000 acres of orchards have been planted. The result of this industry is thus sketched:

"In 1902 the British-Columbian Government dispatched to England a consignment of fruits whose remarkable quality caused quite a sensation in London. In 1903 British Columbia carried off the gold medal for agricultural products at the exhibitions held at London and Edinburgh."

In consequence of this mining and agricultural development of British Columbia there has been a great inrush of immigrants. The population has increased from 178,000 in 1901 to 200,000 in 1905. When Mr. Laguérie visited Vancouver in 1895 it was nothing but "a village, with railroad station of wood, wharves of wooden piles, sidewalks of plank. It has since then become a beautiful city of 60,000 inhabitants." Railroad development will still further increase the prosperity of this region, he adds. To quote his final summary:

"When once the branch line of the Canadian Pacific, now in construction, shall have been extended down the valleys of the Peace River and the Liard River to Fort Simpson, British Columbia will be as much sought by mountain-climbers and hotel-keepers as Switzerland is at present. But the beauty of her scenery can be preserved only if her forests are not sacrificed to the manufacture of paper pulp. Many years must pass before the metals of her mines become exhausted, and during this interval her orchards and pastures will have covered the 60,000,000 of acres, whose 'hyperborean solitude' will have become one of the most admirable witnesses to the triumphs which human toil has won over the forces of Nature."—*Translation made for* THE LITERARY DIGEST.

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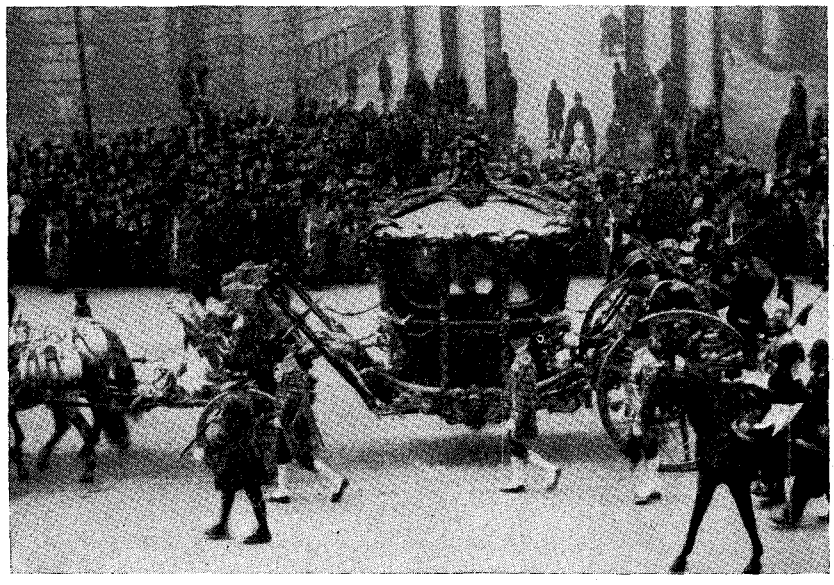
THE QUALITIES OF MR. ASQUITH

IT is the fashion just now among Mr. Asquith's critics to ridicule and gibe him for the predicament he finds himself in at the opening of a Parliament whose warring factions may send him down in defeat at any hour. Every great leader has had his day of detraction and despair, however, we are reminded by Mr. A. S. Gardiner, editor of the London *Daily News*, and Asquith will outlive this crisis and will some day make his enemies ashamed of their enmity. Like many another gamester in the vicissitudes of political life, says this keen editorial observer, Mr. Asquith will have to be content with the prospect of posthumous fame. No genuine servant of his country takes his full proportions in the eyes of his contemporaries. All the more necessary that we should study him while he stands before us. In the words of this writer:



KING EDWARD ON HIS WAY TO OPEN PARLIAMENT.

"When the history of this momentous period is written, the figure of Mr. Asquith will dominate it in a measure we do not now realize. The picturesque actor in politics browses on his glory while it is green. He does not garner it when it is ripe. He passes across the stage to the plaudits of the throng, and when he has vanished he is forgotten. The Oriental splendors of Disraeli have faded into a legend, into a tale of little meaning, while the stature of Gladstone rises steadily higher in the field of the past. So it will be with Mr. Asquith.

"No man ever played less to the gallery, refused more icily to affect a passion, an enthusiasm, a cause because it would profit him."

In the following words are described his cold bearing, his inflexible integrity, and simplicity:

"His attitude to the people is stiff and aloof. Coriolanus himself could hardly find fault with it. He will not tickle the ears of the groundlings. He will offer them no fireworks—give them no circuses. If they want the truth—good. Here it is plain and unvarnished. If they want tricks, let them go elsewhere. He will lie for no office, and play the buffoon for no audience. He will make no idle promises to win a cheer or a vote. He is the plain dealer. These are my terms—take them or leave them."

Asquith is a man of reason, not of emotion. He follows to the extreme limit the logical conclusion of his political premises. This Mr. Gardiner states in the following sentences:

"His temperament is negative. That is perhaps only another way of saying that he is governed by intellect and not emotion. A brilliant woman once said to me, 'Asquith has three great qualities. He has no egotism, no jealousy, and no vanity.' It was a saying of very searching truth. There are some men who seem to live in front of the mirror. I doubt whether Mr. Asquith ever looks in it. His mind works in singular and entire detachment from self. This is at once the source of its weakness and its strength. It is faultless and it is cold. It convinces you, but it does not warm you. It wins your confidence, but not your affection. It clears the mind, but it

RIVAL CHANTICLEERS.

ALL (together)—"*My* sunrise, I think!"
—*Punch* (London).

PICK-ME-UP OR KNOCK-ME-DOWN.

PEER—"Well, if I've *got* to be doctored, I should really much prefer this little mixture of my own." —*Punch* (London).

EACH PREFERS HIS OWN.

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does not stir the blood. It has the priceless value of detaching his public policy from his private interest.

"His freedom from jealousy is one of the rarest and most precious gifts of public life."

Perhaps his greatest quality is that of self-control and imperturbability. When Gladstone was stung by the sarcasm of Disraeli, he winced and turned pale. There are men at present in the House who grow angry over defeat or contradiction. Asquith remains under all circumstances as calm as a great general on the field of battle, we are told, or a great seaman amid the violence of the tempest. This writer tells us:

"He never worries and never hurries; but takes things as they come. 'You can not get Asquith to cross a bridge before you come to it,' said one who knows him well. From the day when as a fatherless boy he came up with his brother from Yorkshire to the care of his uncle in London, he has displayed the same secure, unimpassioned purpose, the repose and confidence of a mind given neither to elation nor depression. 'He is so good-tempered,' is the verdict of one who knows him best, and I have been told by one who knew him as a boy that the comradeship between him and his brother—now retiring from a mastership at Clifton School—was never broken even 'by the lifting of an eyebrow.'"

MUZZLING THE NATIVE HINDU PRESS

THE successive outbursts of Hindu nihilistic fury, one rapidly following the other, which have exacted the toll of many lives of British and native Indian Government officials, have brought about the inevitable result—the muzzling of the mischief-making press in India. The Government of India has been goaded by the last terroristic outrage, which resulted in the killing of Shams-ul-Alam, a well-known Mohammedan police officer, at Calcutta, on January 24, practically to suspend the freedom of the press in Hindustan. This tragedy was preceded by the murder of Mr. Arthur Mason Tippetts Jackson, Chief Magistrate of Nasik, at Nasik, Bombay, on December 21; an attempt to blow up Lord and Lady Minto on November 13; and the assassination of Lieut.-Col. Sir William Hutt Curzon-Wyllie, one of the highest officials connected with the Indian administration in the United Kingdom at London on July 1. Before Curzon-Wyllie lost his life a number of other officials had been victims of Hindu assassins. Believing that political crime was being propagated and spread by rabid native journalists and pamphleteers, the Government of India passed an act on February 8 which will have the effect of gagging sedition. In presenting the bill before the Supreme Legislative Council at Calcutta, Sir Herbert Risley, the Home Secretary, urged:

"We now see a widely read portion of the Indian press occupied with rendering the Government odious in the sight of the Indian people. The Government is represented as foreign, and therefore selfish and tyrannical; it drains the country of its wealth and impoverishes the people; it has produced famine, and its public works have generated malaria. It has introduced the plague and poisoned the wells to reduce the population in order to subject it. It has destroyed religion by a godless system of education. . . . It seeks to destroy caste. . . . Every day the press proclaims openly by suggestion that the only cure for the ills of India is freedom from foreign rule, and urges martyrdom on the part of the young, using Hindu mythology, European revolutionary literature, and the sacred book Gita, corresponding to our 'Imitation of Christ,' in an attempt to induce political murders and sedition. . . . Peaceful villages are invaded by youths preaching these doctrines. Emissaries, disguised as religious devotees, travel and spread the gospel of anarchy, and libels are actually spread among the Zenana women. We are confronted by a murderous conspiracy."

The bill advocated by Sir Herbert Risley, which has become law, empowers the executive to confiscate the plant which prints seditious literature. Besides, the executive may at any time require any press proprietor to deposit a cash guaranty up to $700—a really large sum for a country like India where many printing-establishments start with not much more capital—to pledge good faith, this security being forfeited to the Government if the proprietor oversteps the law of sedition. This guaranty will be required from every new press established in India and will therefore serve as an effectual check on the growth of the irresponsible sheets that, during the last half-dozen years, have been springing up like mushrooms.

This drastic measure will be sure to muzzle the rabid revolutionary sheets, but it is hard to predict just what effect it will have on native organs that are averse to the spread of the bomb propaganda, but that believe in "passively resisting" the repressive measures adopted by the Government. Their conductors believe in the ultimate independence of Hindustan and enjoin their readers to "suffer for the sake of the Mother" (meaning India).

Commenting on a rumor set in circulation by the Bengal police that twenty-four leaders of Bengal will soon be deported, *Dharma*, a nationalist organ published in the native Bengalee, says:

"We have never been able to understand why deportation should be considered such a dreadful thing that people should be driven by the mere threat of it from the path of duty, and, forsaking their manhood, they should hide themselves away in obscure nooks and corners of their houses. Chidambara and other brave workers have been cheerfully facing sufferings in comparison to which this punishment seems absolutely trivial. We were working in public, were trying to serve our country amid numerous distractions, but, should Providence, making Lord Minto or Morley his mouthpiece, say: 'Go and sit down quietly, freed from anxieties, meditate on me in solitude, read books, write books, acquire knowledge, distribute knowledge, you were enjoying the pleasures of company, now enjoy the pleasures of solitude,' why should this be regarded as such a dreadful thing that we should be so overwhelmed with it? For some time we shall not see the face of our dear ones; this happens even when people go to England or America, yet they undertake these foreign travels. Or say, through bad food and exposure to heat and cold, health will break down; but even sitting in our homes we are not able to save ourselves from illness. People fall ill and die even in their homes. Nobody can alter the predetermined length of their life. And to the Hindu there is really no fear of death. The body perishes, the old garment is changed, but the soul never dies. We have been born a thousand times and will be born again a thousand times. We may not secure the freedom of India, but we shall come back to enjoy that freedom. No one will be able to prevent that. Why then this panic fear? Very cheaply we shall engrave our immortal name in history; the door to heaven is wide open, and by a little physical suffering we shall attain both salvation and bliss. This is the fact."

So long as this sullen spirit moves the natives of India, it is impossible to extirpate sedition which, if not aired in the press, will be taken underground, many think, and become still more dangerous. The administration in Hindustan is therefore trying to conciliate the Indian public. The Government is coming to believe that without the help of the native leaders it will be impossible to improve the situation, as is plainly visible from the speech made by the Viceroy of India at the time of passing the press act to which we have referred. At the time the bill became law, nine Hindu leaders, who had been kept in prison for fourteen months without charge or trial, were liberated. Alluding to this Lord Minto said:

"Our justification for their release is based upon the belief that the political position has entirely changed and that the political movement of which they were the leaders, seditious as it was, has degenerated into an anarchic plot which can not longer be legitimately included as part of the political agitation in which they were so culpably implicated. We believe that we are no longer confronted by a political movement such as they inaugurated, but that we are face to face with an anarchic conspiracy waging war against the British and Indian communities alike, and that it will be a long time before we can exterminate the evil unless those communties agree to work together hand in hand."—*Translations made for* THE LITERARY DIGEST.

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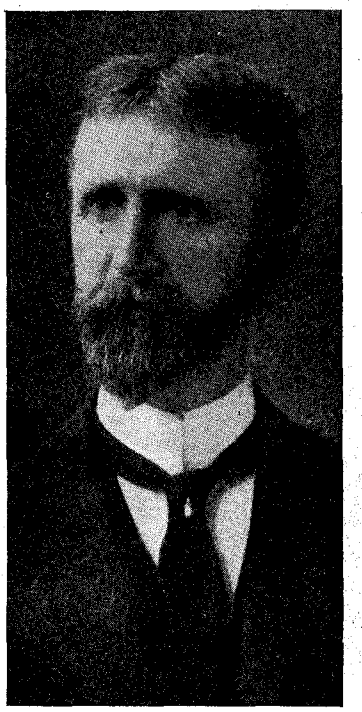
STAMMERING AND ITS CURE

THE stammerer is simply a person who does not know how to talk. He must be taught in somewhat the same way as a person is taught to play on the violin—so we are told by Dr. G. Hudson-Makuen, of Philadelphia, in a paper on the subject read before the State Medical Society and now issued in pamphlet form (Philadelphia, 1910). Such instruction involves putting the patient's vocal organs into good order, of course, but this treatment is not the radical part of the cure. All sorts of so-called "cures" abound, but they are mostly based, the writer tells us, on imperfect ideas of the malady. He says:

"It has been estimated that there are upward of 300,000 stammerers in the United States alone. It is quite probable that about one-fourth of the entire number would overcome their defect of their own accord, or at least with the little help that always comes from interested friends, but the remaining three-fourths present a very different problem. . . . . .

"Stammerers are not alike, except in a few characteristics, and they require, therefore, a certain amount of individual treatment. Our experience with the one-fourth of the entire number, to whom I refer as being easily cured and to whom the grain of truth might prove adequate, can, of course, form no criterion as to a basis for the general treatment of stammering, but nevertheless, because of the great ease with which these exceptional few are managed, inexperienced observers have reached false conclusions and formulated so-called 'methods' of treatment which are misleading, fallacious, and even absurd.

"For instance, a stammerer is told to nod his head whenever he speaks, and because this procedure happens in his particular case to divert his attention sufficiently long to enable him to speak freely for a time, he thinks he has made a discovery and he immediately evolves a theory and establishes an institute with a secret 'method' which consists solely in nodding the head in unison with the natural rhythm of speech.



DR. G. HUDSON-MAKUEN,

Who would cure stammering by first putting the "stammerer's instrument" in good condition, and then teaching him to play upon it.

"Another advises beating time with the forefinger and thumb, or with the hand and arm or with the foot, during the process of speaking, and each one of these schemes has been dignified as a 'method' which has been dispensed for a consideration, and under bonds of secrecy. Experiences similar to this have generally been the starting-point of the numerous 'methods' which have been promulgated, from time to time, and which have resulted only in confusion to the many really severe stammerers who have been seeking relief.

"There is even now a separate and distinct method which characterizes nearly every school and teacher engaged in this work, and these methods in many instances amount to little more than tricks, to beguile the stammerer into freedom of speech, while his mind is preoccupied with something else.

"It is well known, of course, that many people stammer under certain conditions largely because they think they will. All their past experiences with speech have combined to confirm them in the thought, and it soon becomes a sort of 'fixt idea.' It is nothing for which the stammerer should be censured, because it is a perfectly natural consequence, and the idea or notion that he will stammer under certain conditions will remain fixt until it has been supplanted by absolute confidence in his ability to speak freely under all conditions.

"That this confidence can be acquired in nearly all cases is my firm belief, but to be absolute the confidence must carry with it the ability. It is not enough for the patient to think that he can do it or even to know that he can do it, but he must know that he knows he can do it. . . . A stammerer is never thoroughly and permanently cured who has not so mastered the physiology and psychology of speech, that should it ever become necessary he can recure himself. He must, of course, take heed lest he fall, but should he fall he must be able to pick himself up again."

Early treatment of stammering, the writer tells us, usually proceeded on the supposition that it was due to disease or imperfection in the tongue. This, of course, is very far from the truth. We read:

"The trouble is not so much in the tongue, nor in the lips nor in the palate, nor in the pharynx, as it is in something back of them all. It is not so much in the peripheral as it is in the central mechanisms of speech. And thus it happens curiously enough that there is a grain of truth even in the theory and practise of surgery for the cure of stammering, and it is found in the psychic impression of the operation. . . . . .

"History records also various educative methods for the treatment of stammering, many of which are theoretically and practically sound. Making use of opposing movements in respiration and vocalization, regulating tongue and lip action, exercising patients on difficult words, making use of rhythmic exercises, and whispering exercises are among the most important, but no one of these methods nor all of them combined can be regarded as a complete system for the cure of this affection."

A complete and scientific system of treatment must not only cure the stammering, but it must also teach the person to speak correctly. This is no simple matter, for it involves the whole physiological and psychological basis of speech. Dr. Hudson-Makuen continues:

"The scientific treatment of stammering must have in view the actual substitution of normal speech for abnormal speech, and its aim primarily, therefore, should be not the cure of the stammering, but the development of correct speech. The cure of stammering should be regarded as of secondary consideration, altho of course it follows as a natural consequence. The stammerer's speech is faulty in every particular. His central as well as his peripheral mechanisms are out of gear and his mental attitude toward speech is wholly wrong. The instrument is out of tune, and the player is unskilled in its use. He can not retune his instrument and if he could he would be unable to play upon it. The affection, therefore, is a complicated one, involving not only all the various mechanisms of speech but also some of the higher intellectual and emotional centers of the brain. Indeed, it involves the whole being, and its scientific treatment, therefore, must have for its purpose a thorough reeducation of the individual; it must supplant his stammering speech with normal speech; it must make it easier for him to speak freely than to speak hesitatingly; it not only must correct the stammering habit, but it must remove the fear of stammering, upon which much of the trouble depends. . . . . .

"The stammerer must be taught to speak in somewhat the same way as a person is taught to play upon the violin or the piano. The stammerer's instrument, of course, must be put in good condition by the removal of all obstructions to good speech, and then, as in the case of the would-be violinist or pianist, he must be taught to play upon this instrument. The exercises, which are purely educational and physiological, must continue for a sufficient length of time to enable the patient to form entirely new habits of speech, and they must, of course, be adapted to the special requirements of each individual case.

"Stammering in the majority of instances, therefore, can not be cured in a few weeks. On the contrary it often requires several months or even years to bring about the desired results. The man who guarantees to cure stammering in six weeks, or indeed who guarantees to cure it at all, is either ignorant of the true nature of the affection or possest of some ulterior motive, and is therefore not to be trusted."

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A "FAIRY RING" AROUND A TREE

"FAIRY RINGS," as is now well known, are due to the growth of certain mushrooms which spread outward in a circle, dying off within it as time goes on. In *The Plant World* (Tucson, Ariz.), Howard S. Reed, of the Virginia Polytechnic Institute, reports a case of such a ring growing around a tree, and he suggests a relationship between the two vegetative forms. He says:

"The accompanying illustration shows a distinct 'fairy ring' formed by *Marasmius caryophylleus* . . . observed by the writer in September. This fairy ring was found in a small grove of hemlock on the campus of the Virginia Polytechnic Institute. As shown in the illustration, the ring was approximately centered around one of the hemlock-trees located in the densest part of the grove. On the left of the tree, where the ground was several inches lower, the ring was interrupted by several wide distances in which no fungi appeared. Nevertheless the ring could be quite distinctly traced around the tree.

"This very definite arrangement of the fairy ring with reference

"FAIRY RING" CENTERED ABOUT A HEMLOCK-TREE.

to the tree suggests some interesting questions regarding the probability of mutual action between the two. The surface of the soil was everywhere covered with fallen needles from the hemlock, and therefore equally subject to the action of the terpenes which they might contain or other organic compounds, arising from the decomposition of the needles. The soil is, however, subject to the action of compounds brought down by the rain-water, which trickles off the trunk of the tree and comes to the soil close to the foot of the tree. It is well known that hemlock bark contains large amounts of tannin, for which it is valuable as an article of commerce. It seems quite certain that the rain-water trickling off would bring to the soil greater or less quantities of this substance, which is known to act deleteriously upon vegetation. Livingston has shown that the rain-water gathered from oak and chestnut trees had a deleterious influence upon wheat seedlings, and the author has previously published an instance of the deleterious action of a Kentucky coffee-tree upon ornamental plants growing about its base.

"In the present instance it is evident that the poorest growth of the fungi is on the lower side of the area, where any excess of water which does not percolate into the soil would flow over its surface, and during long, heavy rains this has been noted actually to occur."

COLD STORAGE OF VACCINE—That it is possible to keep vaccine lymph in cold storage for two years without impairing its properties, would appear likely from a recent report of the medical officer of the British Local Government Board, quoted in *The Hospital* (London, January 29). Says this paper:

"Dr. Blaxall and Mr. Fremlin, who conducted the investigation, state that when the two-year-old lymph was withdrawn from cold store it was found to be free from extraneous organisms, and when used by public vaccinators in the vaccination of 8,559 cases gave 'case' and 'insertion' percentage successes of 97.8 and 91.4 respectively. The portions which had been exposed to a temperature below freezing-point for six months were used for 40,931 vaccinations, and gave a case success of 99.6 per cent. and an insertion success of 96.7 per cent. The results obtained in the latter cases were practically identical with those obtained from lymph issued to public vaccinators without cold storage six to eight weeks after collection. The medical officer says: 'These results have considerable importance, since cold storage will enable a supply of lymph to be prepared and stored to meet any sudden expansion in the demand for lymph that may arise by reason of an outbreak of smallpox.'"

FIGHT OF THE WIRELESS AMATEURS

THE amateurs of wireless telegraphy, numbering, we are told, no less than 60,000 in the United States alone, are making a brave fight against the Roberts wireless resolution in Congress, quoted in these columns recently. The contest is under the generalship of *Modern Electrics* (New York), from whose February issue we learn that 9,000 letters of protest have been written and many newspaper allies recruited. It quotes opinions of the press as follows. First the New York *World* says:

"The amateur wireless operators, who protest against Government interference with their free use of the air, appear to have a just grievance. Their action in defense of what they conceive to be their rights has been inspired by the resolution of Congress calling for a system of regulation for all wireless plants, and containing a threat of the restriction of wireless privileges to Government and commercial stations.

"It is surprizing to learn that there are approximately 60,000 amateur wireless stations in the United States. Their number gives an idea of the avidity with which the American intelligence has seized upon the invention for experimental uses. *Out of such experiments may come valuable improvements and not unlikely the final perfection of the new telegraph. Wireless communication itself is the invention of an amateur.*"

The New York *American* takes this view:

"It should be the duty of the Government to encourage, not to throttle, development of this cheap means of transmitting intelligence. We trace the movement toward this most reprehensible, retrogressive, stultifying of monopolies to commercial wireless interests. They have some 700 stations now in operation from coast to coast, and their instruments already are antiquated. It would save them hundreds of thousands not to be required by competition and outside inventions to change their system."

Says the New York *Sun*:

"The amateurs twit the professional wireless men with being behind the times, and declare that the much-talked-of interference with the work of the regulars by amateur senders is very largely a myth. They say that a really good wireless man finds individuality in a spark just as he would in a voice, and that just as a man in a crowd where many are speaking can distinguish and understand the words spoken by the particular voice in which he is interested, so a good wireless man can concentrate his attention upon the particular message which is meant for his ear. A good operator, say the amateurs, has no difficulty in 'reading through' six messages."

The New York *Independent* sides with the amateurs, remarking:

"In the quarrel between the Government wireless operators and the high-school boys who make and work their own amateur applicance we are with the boys. Of course, there may be rules to govern the business, but they should be very liberal. There need be no interference, and these boys are the hope of future invention. It is magnificent that hundreds of them have left football for electricity, and hundreds of others for aviation."

The opponents of Government regulation in its extreme form, however, do not propose, we are told, that the wireless amateur shall be allowed to occupy space at his own sweet electrical will. They favor the Peters bill, which *Modern Electrics* pronounces to be "a just one, and the only one that has any scientific foundation." He goes on to say:

"Mr. Peters' bill provides that it will be a punishable offense:

"(*a*) To originate and transmit a false wireless message, purporting to be official, and (*b*) to commit and radiate electromagnetic waves of lengths between 375 meters and 425 meters in wireless telegraphy, except when communicating with an official station."

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AMERICA NOT BEING "FEMINIZED"

THE terrible indictment against American boyhood quoted in our pages recently from a book by a British author has caught the eye of the editor of *The Hospital* (London). The indictment, brought by Mr. Alexander Francis, was that our boys are being feminized by women teachers and coeducation, and the editor of the London medical paper replies in effect that it is all bosh. In the first place the Americans are not deteriorating, he says, and in the second it has never been proved that coeducation has the sad effect attributed to it. The editor quotes one of Mr. Francis' most pessimistic paragraphs and remarks:

"All this is very lachrymose, and doubtless has a grain of truth in it; but educationists in England, not even to speak of their American colleagues, will not accept the indictment in its entirety. The bad effects of coeducation should be looked for in the national statistics. No touring journalist, however observant, is capable of judging its influence as a factor in national deterioration, unless he is at the same time a medico-psychiatrist who has made a special study of environmental influences; and no one who has made such a study will for a moment agree that coeducation is a serious factor, or even an appreciable factor, in altering the virility of a race. The birth statistics, and those of marriage, flatly contradict such an assumption, so far as America is concerned, and it is the height of absurdity to suggest that the men who fought in the Philippines, who reorganized Cuba, and who are proving themselves the best agriculturists in the world, are less splendidly virile than the early settlers who colonized Pennsylvania. There are undoubtedly factors at work which make for racial deterioration in the United States more potently than, in our opinion, they do in this country; but coeducation of the sexes is not one of them. The arguments which are advanced against this system are sentimental, not scientific, and so long as questions in which problems of sex and psychiatry are involved remain in the unsettled condition in which they are at present, it would be absurd to pretend that any discussion on such subjects can be thoroughly scientific. We entirely lack the necessary data on which to base conclusions. To enable us to get such data demands the careful and accurate compilation of a mass of statistics, a close and prolonged study of eugenics, and a systematic comparison of such matters as crime, insanity, mortality, and general signs of progress or retrograde movements, between America and England or Germany. Such a study as this compilation involves will be exceedingly interesting; its results, provided care is taken and fact is not allowed to be overpowered by fancy, are bound to be valuable and instructive. Meanwhile academic disquisitions upon the dangers of coeducation and feminine influence upon the manhood and boyhood of the States are as unfruitful and foolish as the ancient scholastic speculations upon the intentions of a hydra in a vacuum, or the corybantic inclinations of death angels on the point of a sewing-needle."

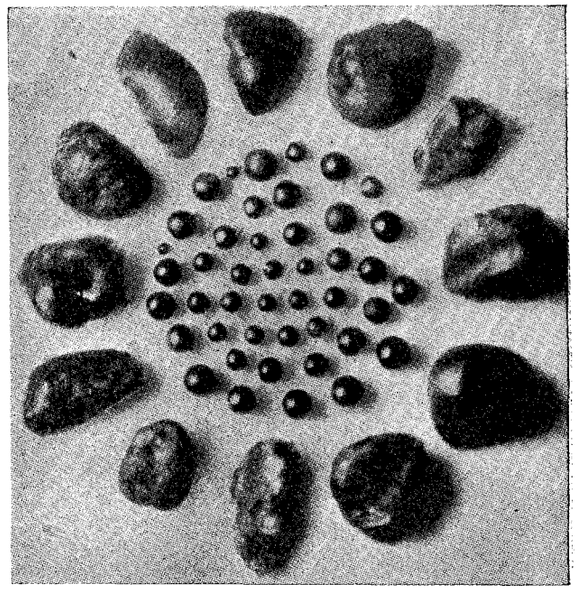
DO FISH REMEMBER?

THE mental powers of fish are a very recent object of psychological attention. Results, we are told by a writer in *The Scientific American* (New York, February 26), have shown traces of memory both in coral zoophytes and other denizens of the deep. Says this paper:

"Experiments have been made with several fishes, but the most striking results have been obtained with the gray perch, which lives chiefly on a small silvery-hued sardine. Some of these were taken and colored red, and were then put into the tank where the perch was with several other silver-colored sardines. Of course, the normal ones were at once attacked and eaten, but it was not till hungry that the perch made a tentative meal of one of the red-colored victims; on recognizing the sardine flavor, however, he promptly demolished the remainder. Subsequently the specimens in the tank devoured the sardines, irrespective of color, thus showing not only traces of a memory but also the power to differentiate color. Subsequently, sardines colored red and blue were placed in the tank together with the silver ones; the same scene was repeated, the blue ones not being attacked till the others were eaten, and hunger compelled investigation of the new-comers. After this 'introduction' the perch ate the sardines of all three types without any difficulty. Some spines of the sea nettle (actinia) were then fastened to the blue sardines; these were at once avoided by the perch, who promptly got out of the way of the new-comers. This showed traces of memory, as the results of contact with the sea nettle were clearly shown and recognized."

SAND AND METEOR DUST

THE group of shot-like pellets in the middle of the accompanying illustration which is taken from *Knowledge and Scientific News* (London, February) are minute hollow steel spheres known as meteoric dust; they are finer than grains of sand, a few



METEORIC DUST, AND GRAINS OF ORDINARY SEASHORE SAND.

of which have been placed around the group to show comparative sizes. The whole is magnified 35 diameters, and could be placed in a circle one-tenth of an inch in diameter. In the paper just named Mr. F. T. Aman notes the protection afforded us by the air from the constant rain of meteors from interstellar space. Before they can reach the earth's surface most of them are melted into vapor by the atmospheric friction, and the cooling vapor condenses into this meteoric dust, as he puts it:

"Their origin is interesting. Meteors, or shooting stars, as they are more generally called, have, from the beginning of things, been bombarding the world at a rate estimated by the highest authority at many thousands an hour, of which, however, an average of only five or six are visible to the naked eye during the same period of time. Fortunately, owing to our protecting envelop of air, very few of these missiles reach us. In size meteors vary from a few ounces to many pounds in weight, and it is only very occasionally that one is of sufficient dimensions to survive the passage of 80 to 100 miles through an atmosphere increasing in density as the earth is approached.

"The speed at which they enter the atmosphere, calculated at not less than 35 miles a second, generates such intense heat by friction that the iron of which the meteor principally consists is immediately reduced to an incandescent vapor, which is the luminous train so frequently seen in the heavens on a clear night. The vapor rapidly cools and condenses in the form of these minute particles, which assume the spherical form as does shot during its fall from the top of the tower. Finally, the little spheres are scattered by the wind and currents in the upper regions and gradually descend in their millions as an invisible, but never ending, shower.

"The perfect condition in which the spheres are found is due to the presence of certain non-corrosive elements found by analysis to be present in the metal of meteors which have come to earth."

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RACIAL DECAY AND COST OF LIVING

THAT present economic and industrial conditions are tending to rapid deterioration of the race throughout the world is the opinion of an editorial writer in *The Medical Record* (New York, February 19). Among these conditions he believes the increased cost of living to be preeminent, and he asserts that this cost is likely to rise still further, emphasizing the distinction between rich and poor. He says:

"A young, vigorous, undeveloped nation ourselves, whose life blood is constantly freshened by a sturdy class of immigrants, such tendency is not yet as apparent with us as with the older nations, where greater congestion and fiercer competition are rapidly bringing about decadence. Yet if existing conditions in this country are to be allowed to prevail, such deterioration is undoubtedly inevitable for us, even if delayed, and it behooves us to look ahead and take preventive measures for the future accordingly. Nor does the situation admit of delay. Great Britain is to-day confronted by a not only numerically great but steadily increasing class of physical, mental, and moral defectives of her own producing, who have in turn created problems in sociology, criminology, and public health which threaten her very national existence. It is stated that the average British recruit for the Crimean War, when England contained a large class of well-fed sturdy yeomanry, was nearly three inches taller and nearly thirty pounds heavier than the average recruit for the Boer War, two generations later, when an undernourished, degenerate population, four out of five of which lived in cities, was found to have developed. And before the end of the latter war, in which only about 250,000 soldiers out of a population of some 35,000,000 were required, the recruiting officers had to accept as soldiers adult males only five feet tall, in spite of the fact that such undersized racial degenerates were fully recognized as lacking not only in physical strength but also in constitutional stamina and mental ballast. Statistics for the year 1906 show that the height of the average British infantry recruit for that year was 64½ inches, his weight was 123 pounds, and his chest measure was 33 inches. When we compare this stunted development with Sargent's actual averages for youthful American college students, of 68 inches height, 139 pounds weight, and 36.3 inches chest measure, we can appreciate that the days of the sturdy English 'beef-eater' are gone, and that Kipling's reference to the 'thin red line of 'eroes' has more applications than one.

"Even the German Government, which requires thorough physical training in schools and gives great attention to the maintenance of a high standard of living in the industrial classes, finds a steadily decreasing percentage of German conscripts able to conform to army physical standards. Its investigations have demonstrated the fact that the larger the town the greater the proportion of male inhabitants unfit for military service, and that this unfitness materially increases with the second generation."

As for our own land, the writer reminds us that in 1800 only 4 per cent. of American citizens lived in towns, while in 1900 the proportion of city dwellers was 30 per cent. Under primitive conditions of life, an abundance of nourishment was within reach of all; but at present the cost of living has forced the large class whose wages have not proportionately advanced to give up the more expensive nutritious foods which they were formerly able to procure. He goes on to say:

"Even organized labor, with its more generous wages, has largely joined the present meat boycott; and it is a sad commentary on existing conditions, which it will take more than political sophistry to explain, that a large part of the body politic must deprive itself of an essential article of nourishment in order to struggle more effectively against economic conditions rapidly becoming intolerable. If it can not justly be claimed that a large part of the American population is as yet suffering from chronic malnutrition —as is the case with the British masses—still it can be safely asserted that our poorer classes are already practically on its verge. It can also be safely asserted that if present conditions are allowed to persist, the cost of living must continue to rise and the financial extremes of society become more and more widely separated. . . . .

"To the medical profession as a whole, public opinion entrusts the welfare of the race, and through this welfare, the destiny of the nation, not only for the present but for the future. Let us not overlook the fact that many of its undoubted physical ills—causes of disease and death—find their origin in deep-seated economic, industrial, and political conditions quite beyond the reach of drug or knife. Proper attention by us to such present conditions will have a profound effect in reducing the gravity of the problems which the physician, sociologist, and statesman of the future will be called upon to solve."

CLOTH FROM SEAWEED

A TEXTILE seaweed has been discovered in Australia—that is, a marine plant whose fibers may be utilized as we do those of such land plants as flax, hemp, or jute. Not only is the present living stock of plants available for this purpose, but there is, we are told, a vast mass of utilizable fiber mixt with clay and sea-shells but easily recoverable. Says Francis Marre, writing in *Cosmos* (Paris, January 22):

"From Melbourne comes an interesting account of a marine plant of the family of the Naiadaceæ, called *Posidenia Australia*. Spencer Gulf, south of Australia, contains millions of tons of material of which the fibers of Posidenia constitute a great part. The properties of these fibers enable them to be used in numerous ways; they may be spun and woven by mixing them with wool; experiments made in the large Australian woolen factories have demonstrated that they take dye almost as well as wool itself, which is not the case with any other textile of vegetable origin and which makes their utilization possible in the manufacture of large carpets or rugs. The fibers of Posidenia do not take fire until in the neighborhood of 375° F.; they are as good as hemp for calking vessels and may be of great value in making bags for the transportation of coffee, wool, or cotton."

Specimens of different products made with marine fiber, as at present offered for sale in Australia, have been very favorably received by merchants and manufacturers. The first attempts to use them in paper-making have not resulted satisfactorily; but the experiments have not been abandoned and success is expected ultimately. We read further:

"Hitherto the Posidenia Australia has been found only in Spencer Gulf. The shore of the part of the gulf where there are the best deposits of fiber is a long beach with gentle slope, edged with a border of living plants. This border, cut in places by narrow sandbars which communicate with terra firma, extends out some distance. Numerous soundings have proved that the deposit is very extensive, for it has been accumulating for centuries. It is found sometimes a few inches under the surface and sometimes at a slightly greater depth. It reaches a thickness varying from 4 to 12 feet. The fibers have been entangled by the action of wind and waves in a mass of fine sand, shells, clay, and calcareous matter; they are intimately mingled with all these substances, holding them together like a web. The lower strata are of better quality than the upper, for the latter contain decaying roots of the more recent vegetation; but below 2 feet the fiber is of much clearer color, while mixt with layers of earth. Specimens of the best quality for industrial use have been gathered in layers covered with 2 to 10 feet of water.

"The mass of sand, shells, clay, and lime, mixt with fibers, is easily worked, so that the extraction of the textile substance does not appreciably increase the cost. On an average, altho with considerable variations, 20 tons of material will furnish 1 ton of fibers in condition for manufacture. The crude fiber, after imperfect drying on the beach, is sent to a neighboring port on barges. Here it is dried mechanically, sorted according to quality, and then made up into packages for shipment.

"If the use of the objects manufactured with the Posidenia fibers shows, as seems probable, that durability is one of the valuable qualities of this textile plant, the industrial and commercial movement that has started in Spencer Gulf is destined to quick extension. Already an attempt is being made to better the conditions of extraction of the material. The fibers are to be collected by means of barges provided with special receptacles and rakes, as well as agitators and compressors similar to those used for cleaning wool. Also a company is being formed to exploit the fiber commercially, either in the raw state for a relatively low price or by

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the adoption of machinery specially adapted to work it in the best possible conditions.

"The quantity of raw material at present available has been estimated, as said above, at several millions of tons and even when the first manipulations have reduced the utilizable products to one-twentieth of this, there will remain for industry an important commercial source that is nowhere near exhaustion."—*Translation made for* THE LITERARY DIGEST.

CONSERVATION DIVIDED AGAINST ITSELF

APPARENTLY we can not be thoroughgoing in our advocacy of conservation, for what we save in one direction is taken away in another. One can not save up all his spare cash to buy a horse and at the same time spend it for a sailboat. In older and homelier phrase, we can not "eat our cake and have it too." Likewise, we can not use our flowing water to carry our river-fleets and also divert it into our fields for irrigation. Thoroughgoing conservation apparently requires the maximum utilization of running water for power-development, for irrigation, and for navigation. The result will doubtless be an amicable partition. Power will be developed in the hilly sources of the rivers and occasionally at abrupt changes of level on the lower reaches, and only so much of the water of navigable streams will be used for irrigation as will not interfere with navigation. Before the fashion of this amicable arrangement is decided upon, however, we shall doubtless witness some pretty quarrels. They have already begun, as is well illustrated in the great project now under construction along the Salt River, near Roosevelt, about thirty miles from Phoenix, Ariz. Says *The Electrical Review* (Chicago, February 26):

"In this instance, as in many others, a large amount of power is required to pump the water from the river gorge up to the level of the great plains, and thus make it available for irrigation. A double service is thus exacted of the water, first to furnish power, and second to fill the irrigating ditches. The development just mentioned includes a capacity of 4,400 horse-power and the irrigation of 40,000 acres of land, and here, as elsewhere, the irrigation project thus creates the demand for the power.

"Some important legal questions have to be met, however, in the execution of a hydroelectric and irrigation project, and one of these is the effect of the diversion of the water on navigation.

"Many of the rivers in the great Rocky Mountain region, such as the Missouri, the Red, the Rio Grande, the Colorado, and the Columbia, are navigable for interstate commerce along their lower courses, and it is a question how far the interests of navigation will permit the diversion of their upper waters.

"It is assumed here that State authority can be obtained to divert the water of a river for purposes of irrigation, but the Federal Government has paramount power over waters that carry interstate commerce, and so must be reckoned with in the matter. The striking feature of the situation is that the desired diversion of water from a river may occur hundreds of miles from the part that is navigable, and yet it is for the Federal Government to determine whether the diversion will be permitted, because the diversion must affect the flow of the river at all points below."

A case that involved these principles came before the United States Supreme Court some years ago. It was proposed to dam and divert the flow of the Rio Grande about 1,000 miles from the Gulf, thus lessening, as was claimed, the navigability of the lower part. As to the right in general to divert water, and the power of a State over the matter, the Supreme Court in its opinion said:

From "The Scientific American," New York.

THE LARGEST PROJECTILE IN THE WORLD.

"The unquestioned rule of the common law was that every riparian owner was entitled to the continued natural flow of the stream. . . . While this is undoubted, and the rule obtains in those States in the Union which have simply adopted the common law, it is also true that as to every stream within its dominion a State may change this common-law rule and permit the appropriation of the flowing waters for such purposes as it deems wise."

Concerning this power of a State the Court further said:

"It is limited by the superior power of the general Government to secure the uninterrupted navigability of all navigable streams within the limits of the United States. In other words, the jurisdiction of the general Government over interstate commerce and its natural highways vests in that Government the right to take all needed measures to preserve the navigability of the navigable water courses of the country even against any State action. . . . . .

"Notwithstanding the unquestioned rule of the common law in reference to the right of a lower riparian proprietor to insist upon the continuous flow of the stream as it was, and altho there has been in all the Western States an adoption or recognition of the common law, it was early developed in their history that the mining industry in certain States, the reclamation of arid lands in others, compelled a departure from the common-law rule, and justified an appropriation of flowing waters both for mining purposes and for the reclamation of arid lands, and there has come to be recognized in those States, by custom and by State legislation, a different rule—a rule which permits, under certain circumstances, the appropriation of the waters of a flowing stream for other than domestic purposes."

The Review continues:

"As an illustration of the rule, the Court pointed out that while the Hudson River is a part of the navigable waters of the United States, still the Croton River which contributed to the volume of the Hudson had been rightfully appropriated for domestic supply in New York City, as the navigability of the Hudson was not thereby disturbed.

"On the other hand, if New York State should divert the waters of the Hudson above the limits of navigation so as to destroy its navigability, this action might be enjoined."

THE LARGEST PROJECTILE—The hugest and heaviest projectile in the world is said to be the five-foot, armor-piercing shell fired from the United States Government's great 16-inch rifle. We read the following description of it in *The Scientific American* (New York, February 12):

"This giant shell and powerful gun are considered two of the most destructive and deadly engines of warfare in existence. The monster 16-inch rifle, the only one built so far, is now at the Sandy Hook proving-grounds, and has been fired only a few times. The huge shell of steel can be hurled a distance of 20 miles, or more, and weighs 2,400 pounds. The powder charge is nearly 500 pounds. The cost of firing one shot reaches in the neighborhood of $1,000. It is not probable that this type of gun will be used, but rather the 14-inch, for the main coast defenses of the Panama Canal and possibly the Philippines. This formidable and long-range weapon, tho capable of firing so tremendous a projectile, is too costly and fires too slowly for modern warfare."

READERS who remember a quotation from *La Nature* (Paris), about a year ago, describing the process of securing snake-skins for making purses, etc., will be gratified to learn that the Dutch authorities deny the charges of cruelty made by the Paris paper. We remarked that any who wished to protest against the inhumanity alleged should write to the Colonial Minister of Holland, and this, or some other cause, has evidently led to a thorough investigation resulting in a declaration that the reptile cursed in Eden is first decapitated and then relieved of his coat without the slightest pain.

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THE COUNTRY BOY'S RELIGIOUS LIFE

IT is noted that the tide of youthful emigration from the country to the city seems about to be checked. Life in the country presents more attractions than formerly and young men are finding congenial opportunities. "It is therefore all the more important that our Christian agencies should recognize their responsibility to provide there the best spiritual conditions possible," says Emory Hunt, the president of Ohio Wesleyan University. He is writing in a new magazine called *Rural Manhood* (March, New York) which is devoted to the work of the Young Men's Christian Associations in village, town, and country. Nowhere, he observes, has the Association a more interesting or vital work than in what is known as the Country Work Department. As it applies to boys it meets conditions of peculiar need. "The isolation of country life is negatively good, for there are not the opportunities for the communication of evil for boys which are found in the crowded population of cities. On the other hand, the country boy misses the inspirational power of good fellowship." This is a need to which the Y. M. C. A. is now addressing itself. There is a further condition of country life growing out of the character and circumstances of the average country church. We read:

"My own boyhood was a fortunate one in this respect and almost unique. The pastor of the church near my home was born upon the same spot where he died, never lived elsewhere, and was the pastor of that church continuously for forty-three years. At the same time he was a vital intellectual force and an inspiration to young people along the line of education. He never ceased to grow until the day of his death. Unfortunately, so long a continuance of service is not common in the country church. If the pastor is a strong preacher and aggressive leader, such as would be the best kind of help to the young people of the community, he is very likely to be invited to another field where the larger population and the larger opportunities for usefulness seem to him to constitute a call of duty. The danger is that the country church will have to depend for leadership upon men who are less strong and aggressive.

"This does not constitute an ideal condition for the country boy. His intellectual requirements are not less than those of the city boy but perhaps greater. He is not less thoughtful but very much more thoughtful than the boy in the city. The boy in the city hears more noises, witnesses more spectacles, sees more people, is more familiar with brass bands and fire-engines and street-cars, but does not for this reason think more. Rather for these reasons he is apt to think less. Philosophy was born, not in Athens, which was the metropolis and intellectual capital of Greece. Philosophy was born in the Greek colonies, 'far from the madding crowd.' That is where the thinking is apt to be done. One of my teachers used to advise us, 'when you young preachers go to the city church take your best coat; when you go to the country church take your best sermon.' The boy in the country requires quite as vital and strong intellectual leadership as the boy from the city. In the literature which is scattered so freely in every home in our time all the puzzling, troublesome questions are very apt to be presented to his mind. If these questions are not met in the pulpit in a vital and strong way, this will constitute one of the most unfavorable spiritual conditions of country life. Whatever depreciates the church in the boy's thought is to be deplored. After a visit to the city and a glimpse of one of its strong churches with the great organ, competent music with an impressive service, there is special danger that the little church at the forks of the road will seem to him of relatively small account. Doubtless there are cases in which this constitutes a real spiritual peril for the country boy.

"The modern conditions of country life have been radically changed. The old sense of isolation has been measurably removed by the conveniences which have been introduced. It is to be hoped that these better channels of communication will bring more good to the country boy than evil. It is to be hoped that they will check the strong tendency of the country boy to seek the city. It used to be that every country boy looked forward to the time when he could go to the city to live. If he could have his choice between going to the city and going to heaven, most country boys would not hesitate a moment. Only those whom the pressure of necessity kept upon the farm would stay there. The most venturesome and most energetic and enterprising were sure to go."

HOW TO ADVERTISE THE CHURCH

THERE was formerly a certain magic in the adage, "It pays to advertise." But the application of the principle requires an increasing admixture of brains to make the advertising pay. This is especially true of church advertising, thinks the Chicago *Interior*. "Altho there is enormous annual increase in the volume of advertising put forth in America," says this writer, "the capable American man of affairs is farther than ever before from blind faith that to advertise—any way, anywhere—is an omnipotent and infallible method of getting business." If the Church is going to advertise, he continues, "it had better, before it begins, get enough in touch with modern ideas on the subject to apply intelligently the principles of publicity which advertising experience has worked out." Further:

"*Blundering into publicity campaigns with a notion that anything is useful that attracts attention, will lose the Church a great deal more influence than is gained.*

"Especially ought the Church to note how promptly experienced promoters of advertising acknowledge that some lines of occupation are outside the advertising range. Others may sneer at the tradition that confines doctors, lawyers, musicians, and other professional people to plain cards with name and office address only, but a reliable publicity expert won't join that sneer.

"He understands that these professional men couldn't coax the public for patronage without betraying, in a subtle way which the public would feel instantly, a doubt whether they had strength and equipment to make them worth patronizing.

"They are stronger far when they act on the quiet assurance that their abilities and equipment are sufficient to win recognition in the long run without the sounding of trumpets.

"Any professional man who, in default of that much faith in himself, goes around trying to invent artificial ways of bringing himself to public notice, simply infects other people with his own inner doubt of his abilities. He may win temporary success, but in the end he is sure to class himself as a second-rater.

"And the minister is no exception to that rule. This truth is fundamental and always applying:

"*The man whose capital is in his own brains and personality cheapens himself whenever he consciously resorts to any other method of catching attention than the unimpeachable method of doing his duty steadily.*

"When, however, a man owns something—something that is his, not himself—the matter is different, and advertising is legitimate. The case of the Church with the gospel is an analogy to this. But not yet is it to be said that any and all advertising is useful."

The writer quotes from the experience of the commercial world the well-understood fact that when "one has something cheap to sell, something for careless, inconsiderate buyers, then flashy, flamboyant, exaggerated advertising serves." But "if one is going to sell something of real value, to people who buy with serious purpose of getting something worth keeping, he must be careful to make his advertisement dignified, reserved, void of the least touch of overpersuasion or overstatement." Along this line we read:

"It remains to be remembered that some things are too sacred to be advertised. What true man will try to make public his honor, his honesty, his family affection? If at all, he speaks of these in solemn places, reverentially, to intimate companions.

"Just so the typical American feels that religion is not a topic of the crowd—not a subject for the open market-place. He thinks religion should be there, but beneath the surface, not on parade.

"What do all these observations mean to the Church that plans to advertise—the minister who is mapping out a campaign of pub-

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licity? Certainly they force into consideration two or three vital things to decide:

"*Shall the Church by tone and method and temper of its advertising class itself with, say for example, venders of fake mining stock or with dealers in reliable securities—that is, will it advertise rashly and riotously or soberly and with reserve?*

"*Shall the pastor let himself be identified with the sort of professional men who feel there is not enough substance in them to win by weight of their own character, or does he choose to be of those who do not deem it needful to impress the public by schemes artfully designed to afford them fictitious importance?*

"*Is it better for the Church to defy or to respect the common feeling that serious religious themes should be dealt with in quiet and reverence—not thrust out noisily into the babel of the town?*

"Whatever the church and the minister decide on these questions, they ought to decide remembering that they serve a Master who did not 'cry nor lift up his voice nor cause it to be heard in the street'—who believed that if a candle were lighted and set on a stand, it would shine unto all that are in the house without an advertisement calling attention to it."

WHERE APARTMENT-HOUSE BABIES GET GOOD MILK.

Practical Christianity applied by the Morningside Presbyterian Church in New York.

FEEDING THE LAMBS

ONE New York pastor has taken to heart Christ's injunction to Peter, "Feed my lambs!" and shows his practical Christianity in efforts to save the lives of the little babies. The Nathan Straus pasteurized milk philanthropy confines itself to seventeen stations of the tenement-house district, but the needs of the apartment-house district just below Morningside Heights are found to be quite as imperative; so the Morningside Presbyterian Church, under the direction of its pastor, Rev. Allen W. McCurdy, has undertaken to supply the need. Mr. McCurdy's work is thus described in the New York *Globe*:

"He found that babies fell ill and died from infectious diseases when apparently they had not been exposed to contagion, and that summer complaint claimed a heavy toll.

"Enlisting the interest of the women of the parish, he studied the methods of the Nathan Straus work and set up in the church parlor a plant for modifying, bottling, and pasteurizing milk.

"On July 12, 1909, the supplying of the milk began. In a short time the capacity of the plant was reached, and now 117 babies are fed on this milk, while two score have had to be turned away.

"The eagerness of mothers to get safe milk properly adapted to the needs of their babies is illustrated by the fact that many of them come over a mile to get their daily supply.

"Incidentally the work has become an inspiring factor in the life of the parish, bringing the congregation into touch with the vital needs of the people, bringing women of leisure into relation with the mothers of the poor, setting idle hands busy making clothes for babies that otherwise would have been lacked.

"The Morningside church is not well-to-do, and the starting of such a work was deprecated by some as likely to be a drain upon the resources of the congregation, but the work has been maintained and enlarged. Now the only regret on the part of the congregation is its inability to expand the work to meet the demands.

"Other churches have become interested in the work, and the multiplication of church milk-stations is now an interesting and hopeful possibility in New York."

PROGRESS TOWARD CHURCH UNION IN CANADA

THE Church-union movement in Canada is moving so vigorously that one lay observer, the Rochester *Democrat and Chronicle*, thinks it "curious that such an interesting movement has not received more attention in the press." This movement has been noted in these pages from time to time, together with similar efforts elsewhere. Only a week or two ago *The Congregationalist and Christian World* (New York) reminded the Canadians of the difficulties the Scottish churches encountered in forming the United Free Church, and the expensive litigation that accompanied their efforts. This was pointed out as a useful object-lesson for similar endeavors. However, the Canadians are not daunted. A Toronto dispatch is quoted by the Rochester paper as saying that the seven Congregational churches of that city are unanimously in favor of union with the Methodist and Presbyterian denominations. A vote, it is added, is being taken throughout Canada. Montreal and Quebec are reported favorably inclined toward the proposition, but Winnipeg will vote against it. The Rochester daily passes on to comment upon the project in the light of man's predilection for classing himself in well-defined camps. Thus:

"That a closer union upon minor and non-essential matters between Protestant denominations is desirable and possible is the belief of thousands of Christians in those churches. That condition has actually been brought about in many ways; but rarely is the suggestion made that organic coalescence is within the range of even probability. In some of the countries where the churches maintain missions plans for dividing up the territory between several denominations have been instituted and are working successfully, each church having a field of its own and carefully abstaining from trespassing upon the preserves of the others. That is a most commendable and workable arrangement.

"But it calls for no surrender of Church autonomy on the part of the several denominations engaged in the movement. It is simply a geographical, not a doctrinal, agreement.

"The Canadian scheme, if it is represented correctly in the dispatch, goes much farther. It involves the most radical changes both of belief and of polity. That it is in line with the latitudinarian views and sentiments of many church people of our time is true enough. It is often said that there is no reason why they should not all come together and so have one fold as well as one Shepherd.

"But other thinkers hold that the advocates of that scheme take little account of temperamental, philosophic, and psychological differences among men. To these it seems fallacious to claim that there is something dishonorable to Christianity in the existence of a plurality of Christian denominations. Absolute uniformity of belief, of ecclesiastical allegiance and organization, and of forms of worship, they contend, is neither possible nor desirable. Liberty of individual preference and choice is asserted by them as essential to both sincerity of worship and the maintenance of self-respect.

"There are certainly no signs of a diminution of centrifugal tendencies in the religious and ecclesiastical activities of our time, and it is probable that if within one decade, by some miracle, all

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denominations could be induced to concentrate within one common organization, the close of the next decade would show as many separate denominations in operation as ever."

JESUS AS A POET

JESUS belongs to the poets, says Mr. Edwin Markham, because "his chief appeal is to the reason of the heart—to the emotions and not to the intellect." Besides this his method is that of the poet—"he flings before us the objects and events that will seize on the imagination." "He avoids vague general exhortation; he is specific, spirited, picturesque." In the March *Forum*, Mr. Markham considers the words of Jesus from the point of view of the literary craftsman. The dramatic imagination, he points out, everywhere lights up his parables. We read:

"In all these vignettes, how swift and easy is the craftsman's stroke! Note the Attic parsimony of expression, where the phrases are as frugal of word as the later etchings of Whistler are frugal of line. Bold are the poetic figures of Jesus. With a sudden word or phrase he seizes the attention, rouses the imagination: 'Let the dead bury the dead': 'If these should hold their peace, the stones would cry out.' The words break forth like the clear notes of a bugle. When Jesus would prophesy the overthrow of the world-spirit, he crowds the thing into one majestic simile—'I saw Satan fall as lightning from heaven.' And when he would brand the Pharisees, he does the thing with one unsurpassable metaphor that lies forever burning against their name—'whited sepulchers.' Not Milton's priests that are 'blind mouths,' not Shakespeare's crowns that are 'gilded perturbations,' has the terrific energy and import of this phrase of the Galilean poet. Indeed, fragments of his sayings are flying over the world as a shorthand of thought. Only Shakespeare (and he is not so compact nor so primitive) has given us so rich a literary currency—so many phrases that mint human ideas for all time, phrases that are inevitable like carnations and crystals.

"Jesus enforces a principle by seizing on definite and radical images, the mark of the poetry of intensity. He had the poet's art that makes common things speak vividly the spiritual facts of our existence. The tree of evil fruit is not merely ignored: it is hewn down, and hewn at the root: nor is it left to rot—it is cast into the fire. The man who sets his hand to the plow of the kingdom might think that to hold on was quite enough, but this is not enough: he is told that he must not even *look* back. Again, the rich do not have mere difficulty in entering heaven; they seem shut out: 'It is easier for a camel to go through the needle's eye than for a rich man to enter into the kingdom of God.' And the men of the new life are figured not merely as willing servants, but rather as eager servants standing through the long night watches with robes upgathered in their hand, with lamps trimmed and burning, all ready to spring to the door at the first knock of the returning Master."

In some of the images used by Jesus, there was perhaps no great originality, observes Mr. Markham. Some of them existed in the folk-lore and scriptures of his time. Like Shakespeare, he snatched up from life and book whatever would serve the purpose of his great ideas. But "he never fails to give to his borrowings a literary finish and a grace of spirit that make them all his own." Proceeding:

"It is sometimes claimed that Jesus drew much of his wisdom from Hillel, of Babylon, and Philo, of Alexandria, two wise and beautiful spirits.

"If this claim is true, then tell me why these two men left the world cold, while the Galilean poet touched the world with fire? Hillel, altho choked by cords of tradition, was the loftiest figure in the school of the rabbis. Yet only two of his sayings seem worthy of the lips of Jesus: 'Do not judge your neighbor until you have stood in his place'; and that other saying, 'What is unpleasing to you, do not do to your neighbor. This is the whole law: all the rest is commentary.' Here Hillel is negative where Jesus is positive: Hillel gives us in silver what Jesus gives us in gold. As for Philo, he had the Greek subtlety but not the Greek restraint. When he offers one of the keys of conduct, he says,' If a man would become noble and good, let him show himself well-pleasing unto God, to the universe, to nature, to the laws, to wise men, and let him repudiate self-love.' Note here the waste of words, the colorless style; and compare this dull redundancy with the vivid paradox with which Jesus drives the idea home to the world's heart: 'He that finds his soul will lose it, and he that loses his soul for my sake shall find it.' Here the thing is said, and said forever."

Mr. Markham turns to consider the purely oratorical effect of some of Jesus' words in comparison with those of the world's greatest forensic masters. He says:

"We read of the world's orators whose periods and perorations moved the souls of men as waves are moved by the great winds of the sea. Demosthenes clamored against Philip; Antony railed against Brutus. And from the marble arcades of the Forum among the Seven Hills flashed the rebuking eloquence of Cicero: 'How long, O Catilina, will you abuse our patience?' And in the great Hall of William Rufus, where the centuries have witnessed the crowning of thirty kings, the ancient arches of Irish oak still resound with the sea-surge of Burke's rolling declamation against Warren Hastings:

"'I impeach Warren Hastings of high crimes and misdemeanors. I impeach him in the name of the Commons House of Parliament, whose trust he has betrayed. I impeach him in the name of the English nation, whose ancient honor he has sullied. I impeach him in the name of the people of India, whose rights he has trodden under foot, and whose country he has turned into a desert.'

"Lofty are these philippics, yet how weak are they beside the denunciations of Jesus that strip and excoriate the Pharisees! Once on the Mount he had showered his eight blessings upon the pure in heart. Now in the gilded court of the Temple he calls down the eight wos upon the doctors and elders, the betrayers of the people. We see them cowering and raging behind the pillars of the porticoes. With emphasis mounting on emphasis, swelling at last into the terrific climax, eight times he hurls his denunciations, words that burst hot from his heart, like stones from a volcano:

"'Wo unto you, scribes and Pharisees, hypocrites! for ye shut up the kingdom of Heaven against men. . . . Wo unto you, scribes and Pharisees, hypocrites! for ye devour widows' houses, and for a pretense make long prayer: therefore ye shall receive the greater damnation. Wo unto you, scribes and Pharisees, hypocrites! for ye compass sea and land to make one proselyte; and when he is made, ye make him twofold more the child of hell than yourselves. Wo unto you, ye blind guides, which say, Whosoever shall swear by the gold of the temple, he is a debtor! . . . Wo unto you, scribes and Pharisees, hypocrites! for ye pay tithe of mint and anise and cumin, and have omitted the weightier matters of the law—judgment, mercy, and faith.' 'Ye blind guides, who strain at a gnat and swallow a camel. Wo unto you, scribes and Pharisees, hypocrites! for ye make clean the outside of the cup and of the platter, but within they are full of extortion and excess. Wo unto you, scribes and Pharisees, hypocrites! for ye are like unto whited sepulchers, which indeed appear beautiful outward, but are within full of dead men's bones and of all uncleanness. Wo unto you, scribes and Pharisees, hypocrites! because ye build the tombs of the prophets, and garnish the sepulchers of the righteous. And say, If we had been in the days of our fathers, we would not have been partakers with them in the blood of the prophets. Wherefore ye be witnesses unto yourselves, that ye are the children of them which killed the prophets. . . . Ye serpents, ye generation of vipers, how can ye escape the damnation of hell?'"

It is in the Apocalypse, concludes Mr. Markham, that "we hear the last words of the lyric Christ." They are:

"Words spoken from the luminous cliff of eternity. Mystical and majestic are his messages: 'I am the Alpha and the Omega, the beginning and the end. Unto him that is athirst I will give of the fountain of the water of life freely. He that overcometh shall inherit these things; and I will be his God and he shall be my son.'

"And his words whisper also of the beautiful bridals in the marriage mystery of the heavens. It is the final invitation to all hushed and chastened lovers who bear the white ideal in their hearts. Like a wind of celestial music, the words sound over the barren world. Soft, soft are the whispering chords: 'The marriage of the Lamb is come and his wife hath made herself ready. . . . Blest are they who are bidden to the marriage supper of the Lamb. The Spirit and the Bride say, "Come." . . . And he that overcometh and keepeth my words to the end, . . . I will give him the morning star.'"

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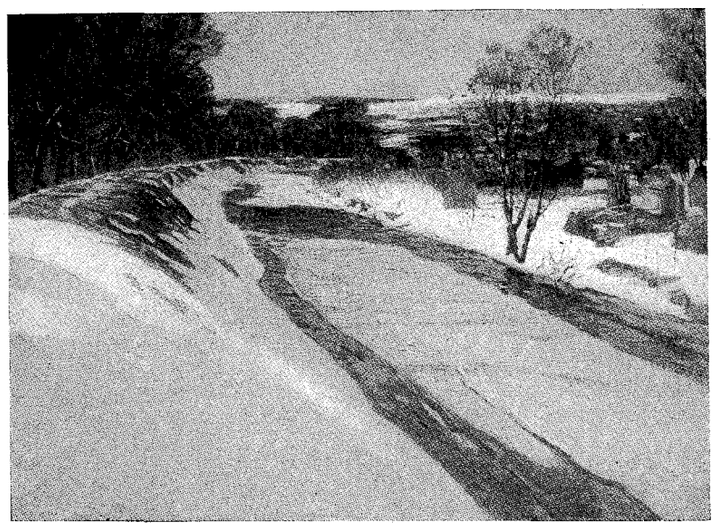
AN AMERICAN LANDSCAPE IN PARIS

THE purchase of an American landscape for the Luxembourg by the French Government marks "the end of the probationary period" of that branch of our art, says Mr. Frank J. Mather, Jr., in *Scribner's*. The particular landscape that has caught the French eye is a picture of a canal, a subject that some Americans might not think the best feature of our scenery, while others would perhaps say that Paris has had enough water views without importing any from abroad. This work of art, however, by Mr. Edward W. Redfield, is considered deeply significant as the first successful attempt to make a distinctly American scene, painted in an American way, acceptable to French critics. Mr. Mather humorously observes that "our rocks and rills should be duly grateful to him," or it might be said that they should sing over the emancipation of French taste from a provincialism that required everything the French accepted to have a Gallic tang. It is not that the French have neglected pictures by American artists; for twenty-five years, as Mr. Mather points out, "this sort of compliment to American painting has been rather common," only it has been accorded "upon the tacit condition that our artists should do the French sort of thing." He mentions Whistler, Sargent, Walter Gay, Tanner, Dannat, and others who have gained entrance to the Luxembourg; but all of them, he thinks, lack "national idiom." Mr. Redfield's "February," he asserts, "is emphatically our kind of thing." He describes it thus:



FEBRUARY.

From a painting by Edward W. Redfield.

The first American landscape to be purchased by the French Government for exhibition in company with Whistler, Sargent, and other Americans, at the Luxembourg gallery.

"Its subject is a Pennsylvania tow-path with straining ice below, and beyond a glimpse over a level against which rises a leafless tree. The method, too, is ours—a crisp, direct naturalism which is saved from banality by thoughtful selection and elimination. It is the quality of a youthful art. Scandinavian painting shows it clearly. British and Continental landscape tends to display a stronger infusion of decorative or romantic sentiment, or, in the poorer examples, a less reflective realism. At the risk of seeming a benighted philistine, let me insist upon the interest of the subject. The acceptance of our themes by France implies the gradual enrichment of the motives of modern landscape. To gain this recognition has been difficult. For a generation Inness was known in Europe, but his exoticism on the whole repelled even the more intelligent critics. His autumn colors seemed to them far-fetched and even false. If the virtue of a work of art is in the observer, one may say that an Inness, very excellent art in New York, became very dubious art in Paris or Munich."

Mr. Mather goes on to speak of the "esthetic migration of subjects" as "a chapter of art as interesting as it is neglected." Noting how the Flemings and Dürer filled Italy and even Spain with "castellated walls and stept gables," how Ruysdael gave to the world the natural features of lower Scandinavia, Constable made current the "drenched skies of Suffolk, and the French have sent throughout the world the beauties of Fontainebleau," it seems to him that "the time has come when we too shall contribute from our landscape something specific and valuable to the world, and this implies for ourselves a more keen and affectionate enjoyment of a land that has received the classic consecration of art."

The subject suggests to Mr. Mather a further hint derived from the use to which the French put their Luxembourg Museum. It exists, he says, as a center of exhibition and distribution. It takes the ministerial purchases, puts them on view for a longer or shorter period, and sifts out those destined by their merit for a permanent home in the Louvre or for the provincial museums. He writes as follows:

"As a half-way house between the annual exhibitions and the permanent galleries of the Louvre and provinces, it has done a work that seems to me simply invaluable. And here perhaps lies its lesson for us. Almost without exception our museums have courageously, nay rashly, undertaken the delicate task of selecting and buying the work of living artists. Not merely such newer museums as those of St. Louis, Chicago, Buffalo, Worcester, Providence—to take only typical examples, but also those museums which are devoted mainly to older art—Boston, Philadelphia, and the Metropolitan Museum. And of late years, through private liberality at Washington, a National Gallery has been founded that may in time grow into a sort of semi-official American Luxembourg. Now this surely risky policy of buying the work of living artists was probably inevitable. The empty galleries invited such a generous course; it was important to gain the good-will of the artists; it was impolitic at times to thwart the zeal of influential gentlemen combined to land the work of an artist friend in a public gallery. That the fruits of such a course have been, to say the least, imperfectly satisfactory, a visit not merely to the galleries, but even better to the store-rooms, of any of our older museums would prove. How many American pictures of note in their day now languish permanently on the racks, only official records could reveal. To one who believes firmly that the museums should adventure in the contemporary field the showing would be a most depressing one. . . . . .

"Surely it would have been better if there had been some means of sifting out the merely specious from the truly excellent works—if there could have been probationary galleries where the new work might prove its quality. And to-day our museums would be indeed fortunate if they received the work of recent artists only after some such fair and dignified ordeal had successfully been passed. The time may come—indeed I am confident it will—when the greater museums will decline to exhibit the work of living artists except on some distinctly probationary basis.

"It is evident, tho, that we can not hope to naturalize so specifically French an institution as a ministerial gallery of modern art. There never can be a central gallery with official and authoritative relations extending to scores of provincial establishments. As in so many other instances, what the French do by authority we must effect informally in our good American fashion through professional comity and common sense. The effect, not the form or organization, is the important thing. I suppose the work of an American Luxembourg will hardly be done by any single institution. What is likely is that in every museum will be organized a department for contemporary art, preferably with its own galleries under their own roof. The essential thing is a full recognition of the probationary idea. Let us give over the false notion of a finality the futility of which we must prudently conceal in our junk-rooms. A few years ago we had the unedifying spectacle of an

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American public gallery brought to the tribunal for selling what in its day had passed for a great picture. We have come to a maturity, I believe, where we can afford to put away certain sly childish tricks. Let us cease coddling the artist by premature museum honors. Let us acknowledge that all contemporary judgments are highly fallible, and time the surest court of appeal. By buying modern work on probation we insure against its being forgotten and give it its chance to survive. Evidently no artist who shrinks from facing the verdict of a few years deserves a short cut to the abodes of the old masters."

CARUSO AND LESSER STARS

THE male operatic idols take their turn. Placing the singers in their proper relations in the artistic scale is a task that Mr. W. J. Henderson has given himself, and a few weeks ago we quoted what he said about the women. It is a tenor who makes the most money by his voice, and this man, Enrico Caruso, "thrills the world by the naked glory of pure tone." For all that, it is to Jean de Reszke that Mr. Henderson awards the palm of being "the greatest male singer of our time." He won this place with a lyric instrument "not more than fairly good." His mastership, we are told in *The Ladies' Home Journal* (March), "consisted in his marvelous management of his voice, directed by a fine intelligence, exquisite artistic sensibility, and a poetic imagination." Mr. Henderson gives Mr. Caruso credit neither for "poetic sensibility nor high imagination." But—

DRESSING FOR "CHANTICLEER."

French actors assuming the garbs that transform them into denizens of the barnyard.

"Enrico Caruso, let it be understood, is no mere swaggerer in the domain of vocal art. He has solid merits. His voice is, without question, the most beautiful tenor heard on the operatic stage in the last thirty years. This is his priceless gift, but he has not neglected it. The natural excellence of this voice has been carefully cultivated. From low C to high C Mr. Caruso's voice is a perfect scale and it is rich, mellow, sonorous, and intrinsically musical.

"When he sings as well as he can Mr. Caruso sings extremely well. His emission of tone is free, smooth, and natural. His treatment of phrases shows a certain musical instinct, tho it not infrequently betrays a lack of fine artistic fiber and high musical cultivation. His tone, however, is his most priceless possession, and it can not be too clearly stated that its beauty is due as much to good vocal technic as to the gift of Nature. Bad emission would—and sometimes does—destroy much of its true quality. . . .

"Mr. Caruso's singing combines marvelous beauty of tone and skill in emission with a certain dramatic feeling and some musical instinct. On the other hand, it is deficient in musical finish, in delicate sensibility, in poetic imagination, and, above all, in intellectual fiber. It is crude art, which with irresistible seduction woos the sense rather than the intelligence. If Mr. Caruso united to his voice and tone-production the exquisite skill in light and shade of his adored predecessor, Italo Campanini, or the fastidious taste and subtle perceptions of Jean de Reszke, he would probably be the greatest tenor the world ever knew. But those who have observed his *Radames*, his *Cavaradossi*, his *Canio*, his *Nemorino*, and his *Faust* are well aware that he is most successful in rôles which permit the introduction of vociferous climaxes and ask for no daintiness of style nor nicety of comprehension."

Alessandro Bonci has a voice that is "pretty but not noble." Mr. Henderson calls it "thin" and "pallid" and declares it is "not fitted for the proclamation of heroic phrases." Further:

"It is an almost ideal voice for such rôles as the *Duke* in 'Rigoletto,' or *Don Ottavio* in 'Don Giovanni.' His voice production is excellent, tho a characteristic habit of emphasizing nasal resonance in the preparation of certain effects mars its merit. Perhaps, for the benefit of those to whom comparisons convey most information, it may be said that Caruso has a far more beautiful organ than Bonci, and that when he is singing perfectly his tone production is more normal throughout the entire scale than that of the other tenor, but that Mr. Bonci is, nevertheless, his superior in the details of phrasing, nuance, and musical conception. In the absolute mechanics of singing Caruso is quite the equal of Bonci, but in its purely decorative properties the art of Bonci is unquestionably the finer. More than that, it may fairly be said that when he bends himself to the finished delivery of such an air as 'Dalla sua Pace' in 'Don Giovanni' Mr. Bonci reveals a command of breath control, phrasing, coloring, shading, and musical sensibility not matched by any other tenor now before the American public."

Zenatello has a "voice of stalwart proportions," "rich, powerful, and of sufficient range"; but "his method of tone production is not that of an artist." We read:

"Instead of permitting his throat to be open and his tones to flow freely through it, he squeezes it violently together and then drives out his tones by sheer muscular force. The natural result is that he can sing only at the top of his lungs. His efforts to sing softly are almost invariably unsuccessful and sometimes are actually disastrous. The moment he diminishes the pressure on his vocal cords he begins to sing flat. Quite as often, when he seeks to escape this by putting the pressure on again, he sings sharp. Furthermore, there is never any elegance in his style, which is simply strenuous from the beginning of an opera to its end. This explains his popular triumph in 'Otello.'"

Without either the voice of Caruso or Zenatello, Charles Dalmores "is, with certain limitations, a genuine artist." Of him it is said:

"In spite of a lack of perfect freedom in his emission of tone, he produces a quality generally good and of musical character. He can sing piano, as almost all French tenors can, and a great deal more artistically than most of them. He phrases elegantly and with insight into the nature of the music. He excels in both declamatory and flowing song. He has a certain amount of imagination and not a little poetic warmth. Above all things, he respects the written letter of the score, for he is a thorough musician. For this very reason he sings musically and not mechanically. Taking him all in all, he is the most interesting and accomplished French tenor known in either Europe or America at this time. But he seldom excites audiences as do other tenors who utterly abandon artistic poise."

This does not finish off all the tenors; the German singers are not mentioned. There are notable barytones, but no basses considered in Mr. Henderson's article. Antonio Scotti is called the dean of the barytone gild, but he is treated as a man with a losing voice because "from the start he showed that he was prone to fall into temptation to gratify the appetite of the insatiable seeker after

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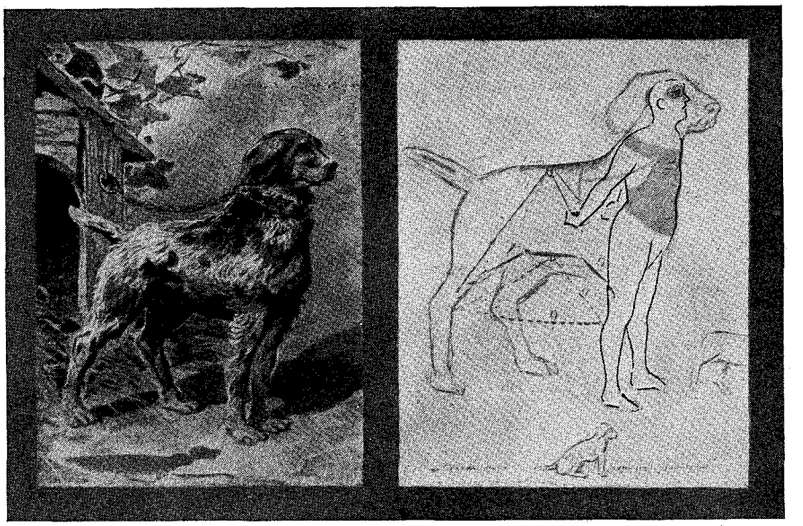
large effects." "Gilibert is a remarkably good singer with a very poor natural voice." "His voice is not essentially musical, but he sings like a musician and with a taste in treatment of phrase and shading that is equaled by very few vocalists now before the public." Pasquale Amato, one of the newcomers, "is the most gifted of them all in so far as voice and physique are concerned"; but to Maurice Renaud is given the highest praise. Thus:

"Maurice Renaud sings with his brains, which is something that the ordinary tenor can not do for the reason that he appears not to have any. Renaud is a consummate artist. This must be interpreted as referring to his achievements in the domain of operatic impersonation and not solely to his vocal technic. The latter may have been better many years ago than it is now, but to-day Mr. Renaud resorts to many questionable devices in the endeavor to cover up deficiencies in his voice. He is yet in the years when his voice ought to be adequate to the demands of his repertory. That it is not argues that it has not been free from abuse in the years gone by. . . . Mr. Renaud is one of the greatest actors ever seen on the opera stage, and auditors need to consider carefully whether their judgment is influenced by absolute singing or by something to which song is merely an adjunct."



THE DOG,

The part assumed by Jean Coquelin. This diagram shows how he managed to play his four-legged part. Mr. Chesterton overlooked this part in saying the human couldn't be turned into the quadruped.

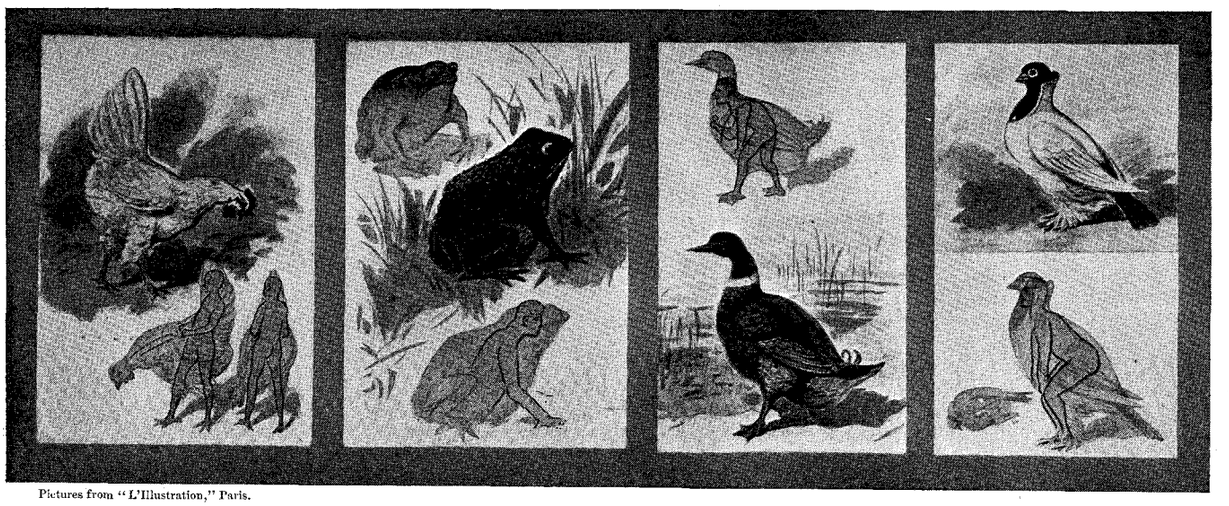
ROSTAND THE SYMBOL OF FRANCE

PLATO described man as "a two-legged animal without feathers"; Rostand has presented the cock as a two-legged man with feathers. That in this simple and strong stroke of logic Rostand well represents the mind of his native country is the theme Mr. Chesterton works out in *The Illustrated London News*. He praises Rostand not only as "a very great man" but "a very great symbol." He sees him, in other words, as "the flower in our age of the infinite energy of France." The best French spirit is substantially "that logic is a living and creative thing, that it bears children." The French take one small idea and do a very strange thing with it—Rostand as symbolically French has done the thing with "Chanticleer." Mr. Chesterton writes:

"I speak first of the mere theatrical arrangement and scheme of the play. Rostand noticed one tiny unquestionable fact about men and birds. He knew that no other creature on this planet can be even remotely compared to man in the matter of what man has done. He is inevitably Christian enough to perceive that beavers build dams, but they do not build bridges, still less suspension-bridges. Ants build ant-hills, but they do not build ant-cathedrals or ant-statues or ant-Nelson Columns. He also knew (if he is the man whose works I have enjoyed) that the animals nearest to man in soul are not those that are most like him in civilization. It is the horse that has given his name to chivalry, not the beaver. The attempt of some romantic cavalier to ride upon a beaver would be (to say the least of it) as dubious as the proposal that a horse should build a dam. Man loves the lonely animal, not the civilized and gregarious animal. You pat a dog; you do not pat a rat. Nor do you pat an ant—you do not even try. If an ant were as big as an omnibus, it would certainly be easier to pat him; but even then I doubt if you would. All these alleged parallels between human society and beehives or beaver-dams are really quite objectless, tho very provocative. Well, through all this welter of wild biological comparison M. Rostand has seen, with the strange, abstract good sense of the Frenchman, that there is one connection between man and the other animals that could be put to theatrical effect. It is at once a trivial and a tremendous example of how France sees through all tangles the only practical thing—the idea."

The fancy of this English writer plays with the problem of enacting quadrupeds or beetles and dismisses both as unpractical because there would be needed four legs in one case and six in the other. But—

"In our slow English manner, by a process of exhaustion, we come within sight of that simple fact which the Frenchman saw suddenly in a flash. There is in the world another race, remote



Pictures from "L'Illustration," Paris.

HOW SOME OF THE ACTORS IN "CHANTICLEER" LOOKED INSIDE THEIR DISGUISES.

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from humanity, that has two legs. They are birds; let us write a play about them. You can not dress up Sir Herbert Tree as an elephant, altho an elephant is the nearest of all the animals to the image of God. You can dress him up as a cock—in fact (when 'Chanticleer' is translated) you probably will. That is what I mean by the practical talent of the French. Through all the tangle of integuments, bones, glands, the mammalia, the vertebræ, etc., the Frenchman sees clearly the one fact: he sees two legs standing like solid and somber pillars in the desert. I had meant to say so many other things about 'Chanticleer,' but I discover that I have nearly filled my space; I discover it with public regret and profound internal relief. It is enough to say that this direct perception of the enormous developments of one simple idea is the peculiar genius of France. We in England had sophists like Bolingbroke and Burke—and so only produced more sophists, like Disraeli and Kipling. They had one small copybook truth—and so produced a revolution."

SHAKESPEARE AS A WITNESS

SHAKESPEARE'S reputation is improving. Hitherto his only court record made him out a poacher—now another court record is found in which he appears as a witness, certainly a more respectable, tho perhaps more prosaic, rôle. Professor Wallace, of the University of Nebraska, has just brought to light the new facts now to be added to the scanty biography of one William Shakespeare. They are derived from the musty archives of the Record Office in London, where the Western professor, aided by his wife, handled more than a million documents in order to find one little court record bearing the magic name. The value of the results of their search, set forth in the March *Harper's*, "will look large or small, according to the imagination the reader brings to their scrutiny," says a writer in the New York *Evening Post*. At least, "we glimpse our greatest poet in a new and homely light," and "we also get unexpected confirmation of that strangely exotic quality which makes him less of England than of the world." The summary of the newly ascertained facts is put in these words:

"In May of 1612 'William Shakespeare, of Stratford vpon Aven' testified in a suit concerning dowry brought by Stephen Bellott against his father-in-law, Christopher Mountjoy. In the testimony, it appears that Shakespeare had been a lodger with the Mountjoys since 1598. It was he who, at the request of Madame Mountjoy, deceased, had arranged the marriage between the daughter, Mary, and the brisk young prentice Stephen. This was in 1604. The Mountjoys were French Protestants, the father's profession that of wig-maker. After the mother's death, father and son-in-law unhappily fell into the way of 'wigging' each other at the expense of the business. The young folks went to lodge with George Wilkins, a mediocre playwright, whose dramas of 'Pericles' and 'Timon of Athens' Shakespeare amiably retouched, the latter considerably. Stephen sued for his wife's dowry and other matters connected with the shop. Clearly Shakespeare had interested himself deeply in these young people, for pretty much all the other witnesses as to the terms of the match simply quote 'one William Shakespeare.' He himself played a diplomatic part, spoke well of both parties to the suit, and by what seems a most opportune lapse of memory absolutely failed to recall the dowry stipulated in the match he himself had made. Apparently, he intended that his old landlord should suffer no financial distress in addition to the desertion of a daughter and an active associate. Mr. William Shakespeare's non-committal ways left the suit in such shape that the court passed it on to the French Protestant Church for arbitration."

If the facts thus detailed seem a meager return for the dusty delving that the two enthusiasts endured, the writer in *The Evening Post* sees at least "a sentimental gain" in our being able hereafter to stand at the corner of Silver and Monkwell streets, and think, "on this spot were written 'Henry V.,' 'Much Ado,' 'As You Like It,' 'Twelfth Night,' 'Hamlet,' 'Julius Cæsar,' 'Troilus and Cressida,' 'Macbeth,' 'Measure for Measure,' and 'Othello.'" The editorial from which we quote proceeds:

"For associations less precious men have traveled farther. Professor Wallace wishes the tavern which now occupies the site to be converted into a museum. Whether or not such a destination seems natural for a building that Shakespeare never saw, it is certain that some memorial should cry *Siste viator!* at what must become one of the most sacred spots known to literature. One likes better to speculate on the reasons that drew Shakespeare to take refuge with a French family. We catch the cheerful babble that must have passed between the lodger and young Mary Mountjoy in the broken French of *King Hal* and the entrancing English of his French *Kate*. As a compliment to the author's landlord, the name Mountjoy was conferred upon a herald in the play of 'Henry V.' Apart from such literary echoes of the lodging in Silver Street, one welcomes the picture of Shakespeare as the friend and confidant of the family, their counselor at difficult turns, and later the would-be adjuster of their quarrels. The witnesses in the obscure suit of Bellott *vs.* Mountjoy, mostly people of humble estate, evidently knew Shakespeare familiarly. In short, without straining hypothesis, the scanty records of this trial present the author of the 'Sonnets' and 'Hamlet' in a positively neighborly and serviceable light. It is pleasant also to think of Ben Jonson, Nathaniel Field, Thomas Dekker, and others around the corner in St. Giles's, Cripplegate. Nor is it a trivial bit of antiquarianism to show that in passing from Mountjoy's to the Globe Theater Shakespeare had to pass the house in which lived the lad John Milton, later to be the author of the finest tribute in verse that Shakespeare has yet received."

It is paradoxical, this writer thinks, "and yet appropriate that the protagonist of the 'Sonnets' should be an exemplary lodger in a God-fearing Huguenot family." Further:

"The parish of St. Olave's contained many foreigners. To settle there was as if one of our rising playwrights should elect for the lower East Side. It was here, in contact with swarthy and vivacious visitors from afar, that Shakespeare achieved a more poignant vision of the romance of Italy than ever was granted to those profest Italianates, his apparent betters, who had made the pilgrimage in person."

SALEM HONORING HAWTHORNE—There is a rumor afloat that Salem is to erect a monument to Hawthorne, and this is looked upon by some as a belated recognition of the great novelist. Salem, however, is represented by the Boston *Transcript*, as seeing no reason for haste in honoring a man who took no special pride in being a Salemite, and never cultivated the society of the merchant families who lived there. There are even stories afloat to show how he deliberately snubbed them. The article presents what it calls some of "the ironies of fame" in these words:

"There is, in the Salem of to-day, among the families which were contemporaneous with Hawthorne, a feeling well remembered, and often freely exprest, that the city takes very little affectionate pride in the name of the novelist, and that the novelist, during his lifetime, gave it little occasion for such pride, save in the abstract; not a fervid form of endearment. The summer through, tourists frequent the shrines, and thrifty shopkeepers part with tawdry souvenirs for a consideration. They look at a small brown house opposite a large parochial school, at a custom-house which cared little for Hawthorne, and which Hawthorne detested, and at a building which might have been the house of the seven gables. Salem pays as much heed as a busy lawyer at his desk beside a window of the Tremont Building on a warm forenoon of midsummer pays to a party of pilgrims in the Granary Burying-Ground. These are some of the ironies of fame, and some of the compensations of cherished scorn, private and public. . . . . .

"So Salem, in due time, prepares to put forth a monument, and in one respect Hawthorne has the better of it. Not in that he gets the monument. There Salem's deliberate magnanimity has the advantage. But that it comes after forty years of delay. Summoning to mind the lard sculpture of the public memorials erected fifty years ago and their contrast with those of to-day, Hawthorne wins."

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FEDERAL REGISTRATION

Advices from Washington have been favorable to the passage at an early day of the Federal Automobile Registration Bill. Much work was done in its favor early in the year by delegates from the American Automobile Association. Hearings were held by the Interstate Commerce Committee. One of the strongest supporters of the bill was Congressman Brantley of Georgia. In one of his speeches Mr. Brantley declared that, altho he was a "a States Rights man," he was also "a United States Rights man." He believed Congress had the right to pass any law which it desired relative to automobile traffic. The time was coming when Congress "would be compelled to take hold of the interstate commerce of automobiles and should regulate and protect it." Senator Depew appeared before the automobile convention in Washington and strongly supported the measure. Among other things he declared that nothing in recent years had done so much as automobiles to stimulate interest in good roads. He likened the condition of automobilists as to their desire for Federal registration to the condition of steamboat and railroad men, whose lines crossed State boundaries. There should be Federal recognition for motor-cars as well as for boats and trains, permitting free and unobstructed traffic from State to State. Among the provisions of the present bill are the following:

"That every person hereafter acquiring a motor-vehicle which may be engaged at any time in interstate travel, as aforesaid, and every person who has acquired or is the owner of a motor-vehicle at the time of the passage of this act, and who desires to take advantage of the provisions hereof, shall cause to be filed, either by mail or otherwise, in the office of the commission constituted and appointed under the provisions of this act, upon the payment of the registration fee of five dollars, a verified application containing:

"(1) A brief description of the vehicle to be registered, including the name of the manufacturer, the manufacturer's number of the motor-vehicle, if number there be, the character of the motor-power, and the amount of such motor-power stated in figures of horse-power.

"(2) The name and address of the owner of such motor-vehicle and the State in which he resides, with a statement that such owner has complied with the provisions of the law of the State of his residence, if any, made and provided by the Legislature thereof in regard to:

"(*a*) The said owner's right to operate and drive the said motor-vehicle within the boundaries of that State.

"(*b*) The registration and identification of the said motor-vehicle.

"(3) The registration number assigned to such motor-vehicle by the officers of the State in compliance with the State law."

It is provided further that the national number of the car shall be displayed prominently, as well as the State number. Penalties are imposed for the violation of regulations required by the act. A bureau to have charge of motoring is to be created, its powers, duties, etc., being specified as follows:

"That a bureau is hereby created and established in and to be a part of the Department of Commerce and Labor, to be known as 'Motor-vehicle Bureau,' which shall be composed of a commissioner who shall be appointed by the President, by and with the consent of the Senate, together with an assistant and a clerical force as hereinafter provided.

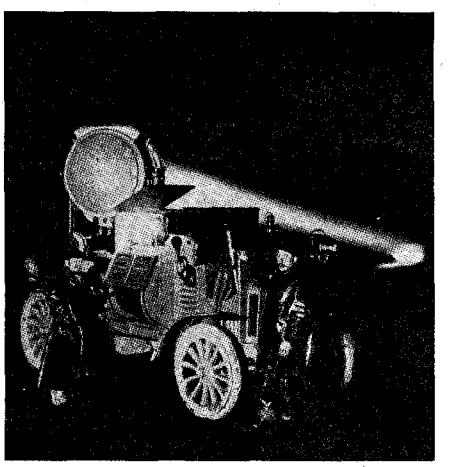
"(1) The commissioner shall serve for a term of five years, and until his successor shall have been appointed and qualified, but the commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office.

"(2) Such commissioner shall appoint a secretary, who shall serve at his pleasure and whose duty it shall be to keep full and faithful record of the proceedings of such bureau, preserve at its general office all documents and papers entrusted to his care, prepare for service such papers and notices as may be required of him by the commissioner, and perform such other duties as the commissioner may prescribe.

"(3) Such commissioner may also appoint and at his pleasure remove such additional clerical officers as may be necessary for the transaction of the bureau's business.

"(4) The office of the bureau shall be in the city of Washington, District of Columbia, in rooms in an official building, which shall be designated by the proper authorities.

"The revenue derived from this act shall be appropriated to the payment of the expenses of the bureau, and such surplus as there may be shall be paid into the treasury of the United States of America. The expenses of such bureau shall consist of the salaries of the commissioner, the secretary, and the clerical force, and such expenses as shall be necessary to carry into full force and effect the provisions of this act. The commissioner shall have a salary of $5,000 a year, payable quarterly. The secretary of the commission shall have a salary of $2,000 a year, payable in such manner as the commissioner may prescribe. The salary of any single member of the clerical force shall not exceed the sum of $1,200 a year. The commissioner shall submit to the secretary of the treasury semiannually a full report of the revenues and receipts and the expenses of such bureau."



CAR WITH SEARCH-LIGHT NOW IN USE BY THE FRENCH WAR DEPARTMENT.

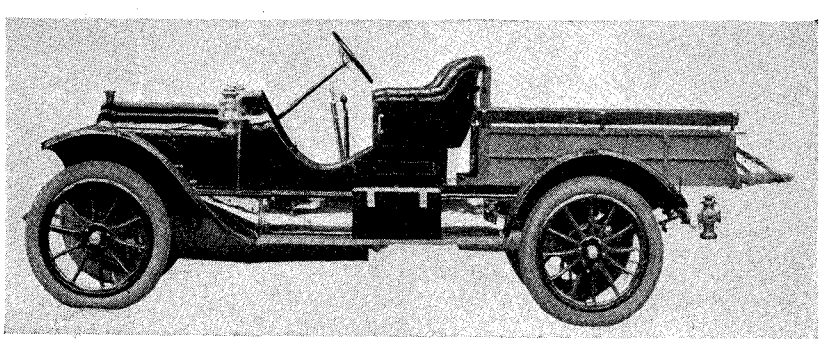
The current for the search-light is generated by a dynamo driven by the engine.

It is believed that the passage of this bill will have beneficial effects, independent of those conferred by the act itself. One of these will be a wider acceptance by various States of what is known as the Uniform State Motor-vehicle Bill, which was drafted by a committee of the American Automobile Association. Some of the more important provisions of this bill have already been adopted by several States—somewhat more than a dozen in all—but other States will, it is believed, adopt them, should Congress pass the Federal Registration Bill.

SELDEN PATENT-DECISION RESULT

Motor-car magazines and daily newspapers in the department devoted to motoring are still discussing the ultimate influence of the recent decision upholding the Selden patent. One of the most noteworthy features of the situation is the arrival of the promoter of new enterprises, who points to the profits made by old-time manufacturers in order to encourage the formation of new companies and promote the sale of stock in them. Of these get-rich-quick schemes there seem to be many, either well under way or in the early stages of formation. Colonel Charles Clifton, a leading man among the licensed manufacturers, believes that such enterprises are "doomed to failure and the stockholders are almost certain to lose every dollar they supply." Scores of such companies "may not get beyond the experimental stage." Promoters who would induce men to embark in them forget, he says, that makers who are now getting profits from the business are old-timers at it. After years of work, they have at last "built up a line of tried products and an organization for handling them which can not be duplicated without a great amount of work." It is also to be remembered that the present is a time of keen competition in the business. Other points in the statement made by Colonel Clifton are the following:

"In the buying of cars it can be readily seen that there is no occasion, with almost every important maker having a license, for any person to take chances of litigation by the purchase of an unlicensed car, to say nothing of the difficulty of trading that car in exchange for a licensed car when a new purchase is contemplated.



A CAR FOR PRIVATE USE, HAVING AN EXPRESS BODY, INTERCHANGEABLE WITH THE TONNEAU.

This express body is used for the conveyance of family trunks, packages, and boxes.

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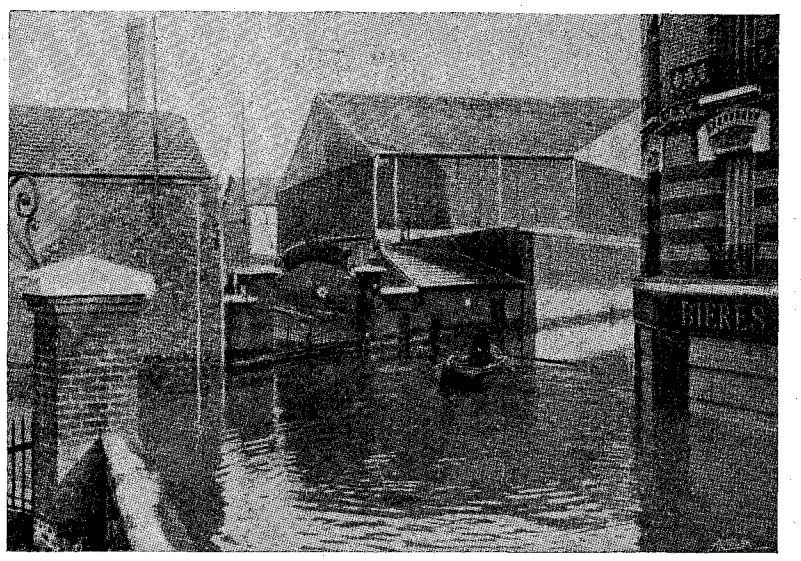
Last year the licensed manufacturers made almost 95,000 cars or about 85 per cent. of the estimated production, and this year are expected to market not fewer than 160,000 machines.

"With a view of protecting the public and thereby increasing the popularity of the motor-car, it has not been the policy of those who controlled the patent to extend its protection to new and untried, or doubtful products.

"One shouldn't be pessimistic on the future of the motor-car, but it doesn't take much of a prophet to figure that the going concerns in the business to-day, almost all of which are licensed under the Selden patent, should be fully able to care for the demand for motor-cars."



FRENCH MOTOR-CAR WORKS AS INUNDATED BY THE RECENT OVERFLOW OF THE SEINE NEAR PARIS.

SMALL GARAGES

C. E. Schermerhorn contributes to *Motor Print* a suggestive article on the building of small private garages. He lays much stress in the first instance, on having adequate floor space and abundant height. For one car the width of floor-stall should never be less than twelve feet and for two cars twenty, with space in addition for work-benches, hydrants, staircase, closets, etc. The clear height of the ceiling should never be less than nine feet, and ten is more desirable. Regard should be had for the future, inasmuch as the owner of a car may then possess a car of larger size. The door should never be less than nine feet high nor less than seven feet wide. Other points set forth include the following:

"In laying the concrete flooring it is always essential that a base be made integral with the floor, carried up all around at least eight inches, and have the intersecting corners and joining angles properly coved. On this base can rest the wood lining, or the more to be desired glazed-tile wainscoting, which should run up at least to the window-sill height, or to the ceiling, according to the amount available for outlay.

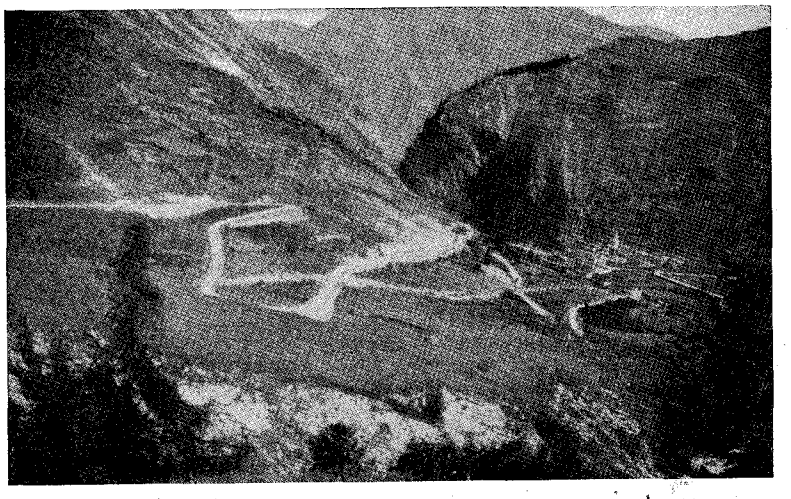
"The proper drainage of a garage must be given careful consideration, due to the necessity for considering that the gas fumes are capable of causing an explosion at any time, unless their destructive values have been lost by evaporation, and, therefore, the types of traps used should in each case be ventilated by a line of suitable-sized pipe run up and through the building to the open air.

"The gas-storage tanks should in every case be located on the outside, and several reliable manufacturers supply at a modest cost types of tanks with pump attachment which are indorsed by the National Board of Fire Underwriters, and are also considered as being practically 'fool-proof.'

"As the question of the proper heating of a garage is of great importance, it is recommended that if it is not possible to heat same by attachment to the house-heating plant, by employing underground connections, then the system should be installed either in an air-tight ceiled room with the only means of accessibility from the outside, or in a small attached or annexed compartment with a brick, stone, or concrete wall intervening between the garage-room proper, and this compartment, in a like manner, is only to be accessible from the outside. The importance of not running a risk of the motor-house falling below the freezing point is paramount, as the water circulation in the radiator and engine is always under these conditions to be considered, altho the writer knows of objections made to heating by reason of the deteriorating influences to the painted work, and in such cases his clients have utilized a type of portable electrical radiator about nine inches by twelve inches by four inches which is placed directly under the car, is simple in operation, and will keep the water warm and incidentally the motor from being chilled, so that the starting of the engine was always very responsive.

Should, however, a heating system be required, a low-pressure steam system is recommended, and, if employed, then a small ventilated closet should be provided with a small radiator so that rugs, cushions, etc., can be effectively and efficiently dried out after they have suffered from use in inclement weather.

"No garage of any dimension should omit having a chemical fire-extinguisher, located in a convenient and accessible place, and in every case artificial light should be electricity or, when unavailable, then the gas or oil lamps should be on the outside of the house with a fixt glass arranged to allow the admission of artificial light without the danger of an exposed flame. When electricity is used plug outlets should be provided at least five feet above the floor, and furnished with ample cord space so as to allow of a light being carried to every part of the car's mechanism."



THE ROAD THAT WINDS UPWARD OVER THE LITTLE ST. BERNARD IN THE ALPS.

MOTOR TRAFFIC IN LONDON

An encouraging word as to the harm done by motor-cars to the surfaces of city streets is found in the recent Annual Report of the Traffic Branch of the London Board of Trade. In this report is recorded the conclusion of the board that light motor traffic, by which is meant ordinary private cars and motor-cabs, is "less damaging to wood pavement and asphalt than horse traffic, altho asphalt suffers somewhat from the dropping of oil." As to heavy mechanical traffic, that is believed to be "undoubtedly injurious to macadamized roads." The lighter motor traffic beyond question raises more dust than horse-vehicles, owing to its greater speed, but as a net result, motor traffic "has decreased the cost of road maintenance and vastly reduced the cost of scavenging and road-cleaning."

In reference to the motor-cab, which is rapidly superseding the horse-cab everywhere in England, the report declares that it is "only a question of a comparatively short time before horse-cabs shall be entirely superseded by mechanical traffic." The motor-cab is really beneficial to traffic, since it takes up less room in the streets than the horse-cab. It also takes a shorter time to make a journey. Another gain is that the obstruction caused by cabs perambulating streets in search of business, has appreciably diminished, because "it does not pay motor-cabs to perambulate the streets." *The Autocar*, commenting on this report, remarks that, in view of such facts, "it is extraordinary that a proposal should be made to tax more heavily motor-cars and the fuel used to propel them." It would be more reasonable, says the writer, "to tax the fodder of the disease-disseminating horse." More in detail will be found below, in passages from this report dealing with motor traffic:

"The dust nuisance is greatly reduced by

(*Continued on page 494*)

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Strange as it may seem, the average automobilist does not know automobile comfort.

Nor does the average man know the sensation of flying in an aeroplane, and he never will unless he tries it. In the same way the automobilist does not know comfort until he uses a really comfortable automobile. He judges easy riding by what he is used to and may permit himself to be satisfied with a standard far below what he might enjoy.

Not to have full comfort is to miss the best part. What one will get in comfort, not what he thinks or believes, is what the automobile buyer wants to know. Only in this way can he get the proper standard of comfort.

Find out

If you think the ordinary automobile is as comfortable as a Franklin the thing to do is to make a comparative test.

If you think the rigid steel-frame and semi-elliptic-spring construction commonly used in any way equals the Franklin full-elliptic-spring and wood-frame flexible construction an investigation will be a revelation.

If you think a certain amount of jarring and jolting must be endured your understanding of what you are entitled to is wrong. Jars, jolts and vibrations from road shocks are no more necessary in an automobile than in a fine carriage.

Our idea of comfort

The Franklin idea of comfort is not how fast you can drive and not throw the passengers out, but how far and how fast you can drive with perfect ease and enjoyment. Built on this idea, the Franklin is always comfortable. It makes the best time; the passengers do not suffer fatigue. The automobile itself is not racked.

And comfort is more than easy riding. If an automobile is comfortable it is proof that it is a good automobile. If it is comfortable it does not pound itself; it does not deteriorate and rattle. It is easy on itself and on the tires.

Comfort and road ability

An easy-riding automobile has the most road ability. Power alone does not give road ability. Unless you can drive along smoothly and consistently you are not getting the full advantage of the power.

That the Franklin has the most road ability and the greatest endurance is evidenced in many ways, and especially by the fact that its San Francisco-New York and Chicago-New York records have stood for years unbroken. Although the roads across the country have been immensely improved other automobiles have not been able to even approach our records, which is very significant.

Advanced design

Comfort, light weight, simplicity—these are the features you want. They are the hall marks of advanced design. Comfort, the great thing to be sure of, means everything; simplicity means lack of trouble; light weight means economy and safety. On the basis of ability and staying qualities the Franklin is the lightest automobile made.

Air cooling that will not overheat

The Franklin new cooling system is the one great success of the year. The cooling system is the engine itself, there being no auxiliary mechanism—something never before accomplished. You really do not know that you have a cooling system for it requires no attention and gives no trouble. It will not overheat nor freeze.

Wrong on the tire question

The tire question, "problem" it is called, is another subject that is not understood. The standard usually accepted is wrong. The carrying of extra tires and submitting to delay and trouble are thought to be "part of the game", and so they are with the average automobile. But investigation—an effort to find out instead of accepting the common belief—will give you the proper standard. There is no tire problem with the Franklin. So reliable is the tire equipment that extra tires are not carried. The tires will not blow out. They give service for four times the mileage of the ordinary tire equipment. You can ask the tire manufacturers.

It is simple enough. Being light and flexible, the Franklin is easy on its tires. We do not stop there, but equip our automobiles with extra large tires so that the tires are not overloaded nor put under stress by fast driving.

Proof

1910 Franklins are not provided with tire carrying irons. At first purchasers were loath to accept them without such irons and without providing extra tires, but they do now—experience has proved our claims.

We have a long list of reports from owners showing almost unbelievable mileage without even a puncture.

Model G, $1850, a challenge

While we take off our hat to the many manufacturers producing splendid automobiles of medium size at low price, there has not yet been one produced that equals Franklin Model G. We brought this model out in 1906. Its tremendous success has spurred manufacturers everywhere to an effort to meet its competition. But none has succeeded. Model G is the only touring car of low price that has enduring quality. So good is it, like any Franklin, that we would match it in a transcontinental contest against any automobile made, no matter what its size or price.

Six-cylinder Model H, $3750

No Franklin ever had less than four cylinders. In 1906 when we brought out Model H other manufacturers, who had just begun making four cylinders and who had been building one, two and three cylinders while we had for years been making four cylinders, said the six was absurd. But we went right ahead, and today Franklin Model H is supreme in the six-cylinder class. Its increase in power is thirty per cent greater than the increase in weight. No other manufacturer has done this. Its upkeep is very much less than the upkeep of a four-cylinder of equal power. This is because it is lighter and because it has a very light fly wheel and is easy on all its parts and on its tires. For high power it is safer construction. A high-powered four-cylinder motor requires a heavy fly wheel, and a heavy fly wheel requires heavy construction throughout. A heavy fly wheel is hard on the mechanism and on the tires and is in itself an element of danger. To be ideal an automobile engine would not require a fly wheel. In the present development, however, the fly wheel is an undesirable necessity, but in a six it is less of a necessity than in a four.

Model D, $2800

Model D has long been the leader in the medium class. It is the best automobile for the average user. It is so well proportioned that it is large enough for touring and at the same time small enough for city work.

Perhaps you wonder why other manufacturers are so slow to employ Franklin construction—light weight, full-elliptic springs all around, wood chassis frame, large wheels, large tires and air cooling. But when you consider that in all the affairs of the world's history it is the one who stands apart from the crowd that turns out to be the leader you know the answer.

The Franklin catalogue, the clearest, frankest expression on the automobile subject ever published, will be sent free on request.

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Licensed under Selden Patent

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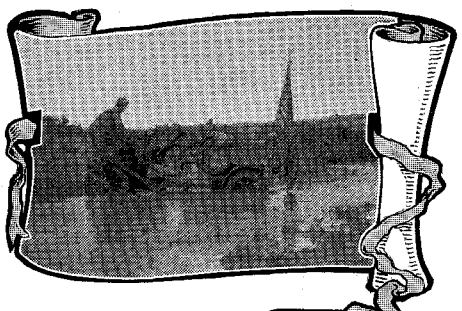

Regal Car on 2,031½-mile journey. The driver of the car wrote: "Magneto was under water for *hours* without injury. We attribute a great deal of the success of our trip to the fact that we had no trouble with the Remy Magneto."

Over 100,000 Remy Magnetos Sold for 1910

Not a quantity user who helped make our immense 1909 season but that adopted the Remy for 1910, besides many manufacturers have adopted the Remy for 1910 who formerly used other magnetos. Our factory is the largest and best equipped plant in the world devoted exclusively to magneto manufacturing.

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Hollis Electric Co., 9 N. Sixth St., Minneapolis, Minn.
J. H. McCullough & Son, 219 N. Broad St., Philadelphia, Pa.

Cobe Trophy won by the aid of the Remy Magneto.

125

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page 492*)

spraying tar over the surface, or, better still, by using it in the construction of the road-bed. The effect of tar-spraying on macadamized roads has been carefully observed in the Metropolitan Borough of Fulham, where between the 1st of April and the 30th of June, 1909, 21 miles of road, averaging 24 feet in width, were sprayed at a cost of about £300. In the course of the three months, 2,509 tons of refuse were removed from the streets, as compared with 2,818 tons removed in the corresponding period in 1908, a difference of 309 tons, entailing a saving of £52 10s. A large proportion of the refuse is grit, either removed from the surface or from the binding between the stones. This must be replaced, and, at a cost of 9s. per ton, the saving on this account is put by the surveyor at £135. He reckons that there was a further saving of £6 in the cost of watering. The surveyor points out that the full benefit of the tarring can not be gaged from the figures of a single quarter. He calculates that if all the roads in the borough were tarred at a total cost of £750, the saving in scavenging and road material alone would amount to £748, and if watering were included, to £804—a net gain of £54, apart from the improved appearance of the roads and the freedom from dust.

"The main cause of dust and mud is the action of weather. Tarring makes the surface waterproof and preserves the road from the destructive effects of water, which, if allowed to penetrate, becomes the principal cause of disintegration, particularly in time of frost. The use of tar was introduced with the object of diminishing the nuisance of dust which had been formed, but it is now recognized that tarring has a far more important effect in keeping out water and preventing the formation of dust. The surface of a well-tarred road is smooth, and so little mud or dust is produced that road material is not removed by scraping, or by wind, and the cost of maintenance both in labor and material is correspondingly reduced. Artificial watering is injurious to permeable roads. The operation in any case is expensive, and water-carts, which necessarily move at a slow pace, obstruct traffic. Waterproofed roads require much less watering and are not injured by it to the same extent.

"Dust in towns is particularly harmful because, owing to the presence of horses, it contains innumerable noxious germs, such as the bacilli of typhoid fever and pneumonia. It is well known that towns are healthier in wet than they are in dry weather, when dust becomes an active agent in the spread of disease. No appreciable quantity arises from the wear of asphalt or wood pavement, but on macadamized roads the combined effects of weather and traffic produce dust copiously, and mechanical vehicles raise it, tho they produce comparatively little themselves.

"Tho less harmful than dust, mud is scarcely less unpleasant, especially as it tends to accumulate at the sides of cambered roads, and is splashed by passing vehicles over pedestrians on the foot pavements. Mud arising from the wear of macadamized roads is carried incredible distances by traffic, and soils pavements which would otherwise remain clean. The substitution of asphalt or wood-paving for macadam in squares and other places would greatly diminish both dust and mud. The expense would be considerable, but there would be a substantial set-off in the saving that would be effected in the cost of scavenging, watering, and cleaning, which amounts to more than £700,000 a year in London, apart from the gain in health and cleanliness.

"The question has been raised whether the introduction of motor-vehicles has affected the cost of maintaining, repairing, cleansing, and scavenging the streets. [Figures are introduced showing the amount expended on the maintenance, repair, cleansing, scavenging, and watering of the streets has materially decreased since the introduction of motors, altho the mileage of the streets has increased. For 1901–02 the amount was £1,483,656, and for 1907–1908, £1,469,291.]

"Motor-omnibuses increased in number from 241 in 1905 to 1,205 in 1907; motor-cabs were not numerous till 1907, when 723 were licensed, but their numbers have increased largely since that year; other motor-vehicles have also increased, but to what extent it is impossible to say. Looking to these facts it will be seen that the expenditure on the roads has tended to diminish rather than to increase since motor-vehicles came into general use, notwithstanding an increase in the mileage of roads, and their increased use due to the growth of traffic which has undoubtedly taken place. Motor traffic, so far from adding to the cost of maintenance, appears to diminish it, and it certainly reduces the labor of cleansing.

"Incidentally, the displacement of horses benefits traffic by lessening the cartage of forage, straw, and manure through the streets. The consumption of forage in London and the supply brought in by railway have both fallen off largely in the last few years and are still diminishing. There has also been a falling-off in the quantity of manure produced in London, merchants collect it from a larger area, the price tends to rise, and market-gardens are becoming more dependent than they used to be on supplies brought in by rail. The value of market-garden land is said to be falling, owing to the increasing difficulty in obtaining manure."

A Wonderful Tonic
HORSFORD'S ACID PHOSPHATE.
Cooling, refreshing and invigorating. Dispels that tired feeling during Spring and Summer.

ENGLAND AS A MARKET FOR FOREIGN CARS

THE address of C. Y. Knight before the Chicago Motor-Club several weeks ago (from which a long passage was printed in these columns in February), has attracted particular interest in England. Mr. Knight dealt with conditions in the motor-trade and in motoring as he had observed them during a considerable residence abroad, and these were contrasted with like conditions as he has known them in his own country. *The Autocar*, in reprinting the address, describes it as "interesting because it gives the conclusions of a very keen observer." That paper does not agree with all that he said, but at the same time it finds the points of disagreement interesting.

In a few paragraphs (not included among those reprinted here last month) Mr. Knight spoke as follows of the importance of the English market to Continental builders of cars:

"When we cross the Channel, coming this way, we encounter a condition different from any on the Continent. While England, as a country, is not wealthy in minerals, with the exception of coal, nor productive in agriculture, except to some extent in live stock, it is a nation of shopkeepers and manufacturers and of marvelously wealthy people. The first ambition of the educated Englishman is to

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Cadillac once more proves itself most economical motor car

Remarkable record submitted by 75 Cadillac "Thirty" owners in New York metropolitan district who have driven their cars 398,884 miles at a total cost for mechanical repairs of $53.21, averaging 71 cents per car

Equivalent to 16 times around the world — 398,884 miles — at a total repair cost of $53.21!

That is the amazing record revealed by statistics just compiled from the experiences of 75 Cadillac "Thirty" owners in New York City and vicinity.

It is doubtful if the entire history of travel and transportation—steam, electric or gasoline—can show a case of parallel economy.

There was in this instance no special striving to attain a minimum.

The 75 owners went their separate ways with their 75 Cadillac "Thirty" cars, each without reference to the other.

They took no special precautions, but drove where they pleased, when they pleased; how they pleased; without the slightest idea that their experience was to be made a matter of record.

At the close of 1909 statistics were collected and compiled from the signed statements of the 75 users.

It was found that the 75 cars had traveled a total distance of 398,884 miles, or a distance equivalent to 16 trips around the world.

Forty-six of the owners had no repair cost whatever—not a single penny—in spite of the fact that some of them had driven their cars as much as 18,000 miles.

The highest individual repair charge for the entire year was that of one user, whose car cost him—for special reasons which did not reflect upon the construction in any way—$10, the distance it carried being 9,000 miles.

Eleven of the others expended during the year from 25 cents to 50 cents. The average distance traveled was 5,318 miles per car, yet the average repair expense was less than 71 cents per car.

The signed statements of these 75 users showed further that the average gasoline consumption for the touring cars was one gallon for each 15 miles of travel and one quart of oil for each 175 miles of travel. The Demi-Tonneau cars showed an average of 17½ miles for each gallon of gasoline and 200 miles for each quart of oil. Some users obtained 20 or more miles for each gallon of gasoline, but the figures first given are averages.

There is no disguising the fact that this record has proved a revelation, even to automobile manufacturers themselves.

It proves beyond a doubt what the Cadillac Company has always maintained, that the elements in motor car construction which are absolutely necessary to economy and immunity from repairs are scientific design, standardization, accuracy of workmanship and correct alignment. Also that necessity for repairs is the result of poor design, inaccuracy of workmanship, ill-fitting and incorrectly aligned parts.

A year or more ago they proved before the Royal Automobile Club of London that three Cadillacs could be torn down; all the parts thrown in a pile; a portion of these parts discarded and new ones substituted, and the three cars built up again from the heap of parts to run with absolute sweetness and without so much as an iota of looseness.

For this the Cadillac was awarded the Dewar Trophy.

And now comes another demonstration which simply emphasizes the fact that the convictions of the Cadillac Company as to the essentials of a long-lived, serviceable and economical car are correct.

Cadillac measurements are finer in a greater proportion of essential parts than those of any other car in the world—finer than the costliest cars made.

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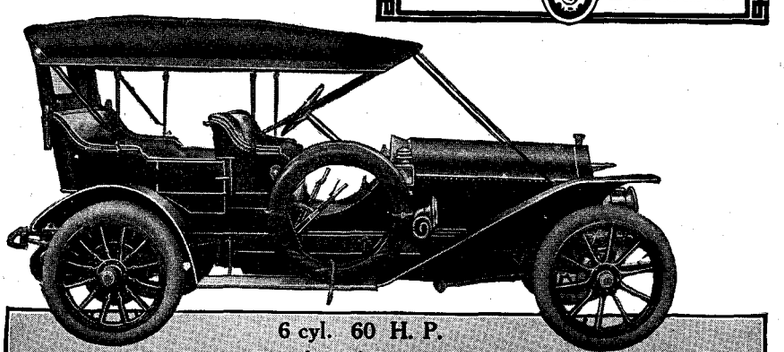
PALMER SINGER



6 cyl. 60 H. P.
$3500
TOP EXTRA

Factory in New York City | *Licensed Under Selden Patent* | *Guaranteed for One Year*

Do you know of any standard six cylinder car with 127-inch wheelbase which sells for $3500? Do you know of any car at any price which combines a fast powerful motor, a four-speed and reverse selective type transmission with direct drive on third speed, a multiple disc clutch, Imported Ball Bearings throughout, hand forged I-Beam front Axles, Bosch Magneto, etc.? Four brakes, internal expanding and equalized, all on rear wheels?

No other car made to-day combines all of these features, although each feature is in use in some standard high-grade make selling at $4000 or over. Some otherwise excellent cars use the old-style inferior cone-face clutch, some use roller bearings—although annular ball bearings are known to be the best practice as well as the most costly—some use only three-speed transmissions instead of four.

When you **do** find a car which has **nearly** all the standard features combined in the Palmer-Singer you find that if it has the same bore and stroke and the same wheelbase, its price is from $5000 to $6000. In other words you pay a far higher price for less excellence of design and construction, less efficiency and performance.

Every feature in use in the Palmer-Singer line is STANDARD. Not only is every feature in use in the best cars of Europe and America, but in each instance it is a feature to which these other makers using it point with pride. Furthermore all these features have been combined in Palmer-Singer cars for over two years and have been adjusted and refined with relation to one another in a way which is impossible to obtain in the makes which offer some of them in combination for the first time in their 1910 models.

We have printed a very interesting Specification Sheet showing the specifications and price of all the six cylinder cars at or near the Palmer-Singer price. We would like you to compare them carefully and SEE FOR YOURSELF just what you get when you buy a Palmer-Singer—in comparison with any other make on the market.

Lit. Dig.

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Please send technical description of your cars to

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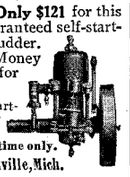
Do not think of Buying a Launch or Engine until you see our Handsome Book WHICH EXPLAINS FOUR WONDERFUL LAUNCH BARGAINS

Only $121 for this complete 16-ft. Launch—3 H. P., guaranteed self-starting Engine, weedless Wheel and Rudder. Result of 30 years' experience. Money back if not as represented. Write for free catalog to-day.



Special Bargains in **Weco** reversible, self-starting engines to those building or buying their own Hulls. Engine controlled by one lever.

Special proposition to agents for a limited time only.

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Die Embossed STATIONERY
Business, professional, social; impressive, distinctive. Send to-day for free samples.
HARPER, Columbia Block, Columbus, O.

WE SHIP ON APPROVAL *without a cent deposit*, prepay the freight and allow **10 DAYS FREE TRIAL.**
IT ONLY COSTS one cent to learn our *unheard of prices* and *marvelous offers* on highest grade 1910 model bicycles.
FACTORY PRICES *Do not buy* a bicycle or a pair of tires from *anyone* at *any price* until you write for our large **Art Catalog** and learn our *wonderful proposition* on first sample bicycle going to your town.
RIDER AGENTS everywhere are making big money exhibiting and selling our bicycles.
We Sell cheaper than any other factory.
TIRES, Coaster-Brake rear wheels, lamps, repairs and all sundries at *half usual prices.*
Do Not Wait; write *today* for our *special offer.*
MEAD CYCLE CO., Dept. A-174, CHICAGO

(Continued from page 494)

acquire a competence, and he is most careful and frugal from the beginning of his business career until he is ready to retire from active trade, which is at a much earlier age than the business men of any other nation in the world. He lays by a proportion of his earnings or profits against the day when he may rest on his oars and enjoy the fruits of his early endeavors. As careful as the Englishman is, however, to acquire a competency which he may enjoy in later life, he is afterwards wonderfully liberal in spending his money up to a certain point. He differs from the Continental in the respect that he will spend his money to within a narrow margin of his fixt income, and nearly always in proportion therewith, while it is characteristic of the Frenchman that it makes little difference what his resources, disbursements will not be greatly increased, tho his income grows rapidly. He is wonderfully frugal and conservative. The Englishman is conservative, but may not be called frugal to the extent of his French brother.

"England from early days has been a progressive nation in the matter of commerce. It may be said it is a nation of merchants. For hundreds of years this people spread its energies over the world, and established able connections in the most productive regions of the various countries, where thousands upon thousands have investments which bring them fixt and steady incomes. As a matter of fact, the English people might be compared with an octopus, the body being England and the tentacles the various lines of commerce with which they reach all over the world. It is said in England that when railroads pay dividends in America, English people will increase their purchases. The Englishman controls the gold fields of South Africa, which pour into London millions of dollars of treasure every week; he is interested in rubber plantations all over the world, and, in fact, always ready to lend his resources to the development of any field of commerce which looks promising. England is naturally a nation of speculators. Almost every man, woman, and child dabbles in stocks to a greater or less extent. The result is that they have both means and leisure for enjoying motor-cars, and all Europe depends to a great extent on England as a dumping-ground for its products.

"Belgium, for instance, expects to market at least 50 per cent. of its product of motors in England, while it is probable that nine-tenths of the thousands of motor-cabs which ply the streets of the cities of Great Britain are produced in France. I presume that even a greater percentage than one-half of Germany's cars come to England for market, and Italy certainly also looks to that country to absorb a great percentage of her output, there being no home demand of consequence for Italian cars."

Mr. Knight declared it to be his "firm conviction" that French manufacturers made "two very great blunders within the past two years"—their decision to abandon the Paris Salon, and the dropping of the Grand Prix. Great pressure, he adds, "was brought upon the Society of Motor Manufacturers of England to abandon the Olympia Show, but this "they refused to do, and the unlooked-for and unprecedented success of the Olympia just closed has fully justified their attitude." At Olympia was seen the only show of consequence in Europe this year. This "resulted in the huge success of that one show." The foreign buyer who in former

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years visited the Continent but once a year (at the advent of the Paris Show), this time visited Olympia, giving the English manufacturers a chance to do business with him." Mr. Knight thinks the success of the Olympia Show as "encouraging for the motor-business of the entire world." It demonstrates the fact that "even in those countries where automobiling has been indulged in by the people the greatest length of time, there is no evidence of waning interest, the fact being that such interest is growing."

NEW STATE ROADS

The Highway Commission of New York State in February awarded contracts for sixteen road improvements, the cost of which is estimated at $800,000, the miles of road to be improved being 74. These roads will all have the bituminous surface which has already been used with success in New Jersey, but will now be adopted for the first time in New York. These 74 miles of road are distributed over the State as follows: the mileage and cost of each single piece of road being given:

"Road No. 735, Potsdam-Colton, St. Lawrence County, 7.90 miles, $91,000. Road No. 5,032, Potsdam-Colton, St. Lawrence County, 3 miles, $54,961. Road No. 762, Craryville-State line, Columbia County, 6.02 miles, $71,486. Road No. 5,004, Blue Stores-Livingston, Columbia County, 2.50 miles, $30,600. Road No. 776, West Plattsburg, Clinton County, 7.26 miles, $68,356. Road No. 775, Seldens Bridge-Croton Falls, Westchester County, 4.42 miles, $41,537. Road 789, Mariaville-Montgomery County line, Schenectady County, 5.75 miles, $60,978. Road No. 5,030, Scotia-Wyatts, Schenectady County, 2.25 miles, $20,862. Road No. 797, Hunter-Windham, section 2, Greene County, 3.39 miles, $39,543. Road No. 5,027, Catskill-Saugerties, part 1, Greene County,

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The Best Sort in the World

"A monument built by and from Postum," is the way an Ill. man describes himself. He says:

"For years I was a coffee drinker until at last I became a terrible sufferer from dyspepsia, constipation, headaches and indigestion, and was a physical wreck.

"The different kinds of medicines I tried did not cure me, but finally some one told me to leave off coffee and take up Postum. I was fortunate in having the Postum made strictly according to directions on the pkg., so that from the start I liked it. It has a rich flavour and I made the change from coffee to Postum without any trouble.

"Gradually my condition changed. The old troubles disappeared and I began to get well again. My appetite became good and I could digest food. Now I have been restored to strength and health. Can sleep sound all night and awake with a fresh and rested body. Everyone who meets me comments on my getting so plump and rosy.

"I am really a monument built by Postum, for I was a physical wreck, distressed in body and mind, and am now a strong, healthy man. I know exactly what made the change, it was leaving off coffee and using Postum."

Read the little book, "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

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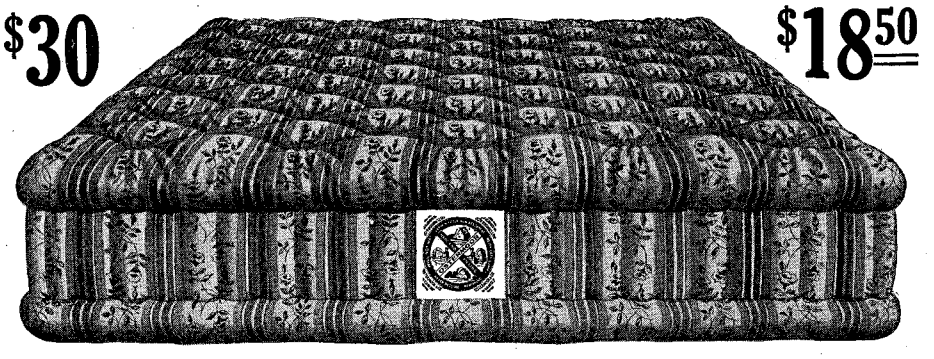
In the course of our enormous business, hundreds of ticking remnants accumulate. We take this annual opportunity to move them. You get the financial benefit—we clear our stock.

Luxurious French Edge Mattresses, *extra thickness, extra weight, exceptional softness*, weighing sixty pounds, finest grade of covering, all full size, 4 feet 6 inches wide by 6 feet 4 inches long, in one or two parts as desired.

REGULAR PRICE $30

These mattresses cost $30.00 regularly and are in every way as great, if not greater bargains than those sold last year at special price of $18.50. If you were fortunate enough to secure one, you will fully appreciate the present sale.

SPECIAL PRICE $18.50



Mattresses are all full double-bed size, **4 ft. 6 in. wide, 6 ft. 4 in. long** *in one or two parts*, round corners, 5-inch inseamed borders, French Rolled Edges, exactly like illustration. Built in the daintiest possible manner by our most expert specialists.

Filling is especially selected Ostermoor Sheets, all hand-laid, closed within ticking entirely by hand sewing.

Weight, full 60 lbs. each, 15 lbs. more than regular.

Coverings, beautiful Mercerized French Art Twills, finest quality, pink, blue, yellow, green or lavender, plain or figured. High-grade, dust-proof Satin Finish Ticking, striped in linen effect or the good old-fashioned blue and white stripe Herringbone Ticking.

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We pay Transportation Charges anywhere in the United States. Offered only while they last; first come, first served. The supply is limited. Terms of sale: Cash in advance; none sent C. O. D.

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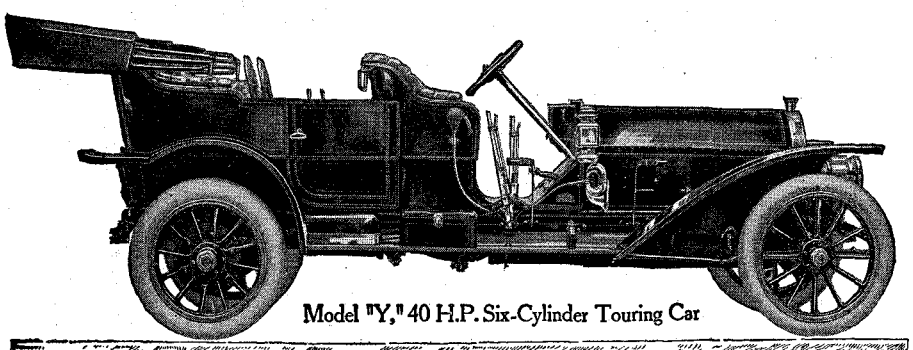

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Even our competitors admit that the most enlightening literature on the subject of automobiles ever issued by a manufacturer, bears our name. Send for it. Prove for yourself, before purchasing, that there is an individual and unrivalled excellence in Stevens-Duryea cars.

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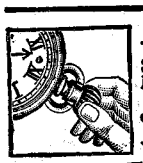

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2 miles, $27,000. Road No. 798, Kent-Towner, Putnam County, 2.78 miles, $40,990. Road No. 804, Luzerne-Lake George, section 1, Warren County, 7.13 miles, $73,604. Road No. 820, Hogansburg-Bombay, Franklin County, 6.52 miles, $50,102. Road No. 5,031, Malone-Moira, part 2, Franklin County, 3 miles, $33,743. Road No. 821, Saranac Lake-Bloomingdale, Essex County, 5.58 miles, $59,427. Road No. 841, Crown Point-Port Henry, Essex County, 4 miles, $56,972."

MOTOR SHOWS IN MANY CITIES

Following the two national motor-car exhibitions, held in New York early in January, have come several other large exhibitions, more or less national in character, held in various cities throughout the Union. All indicate an unprecedented interest in motor-cars. Reports are to the effect that the outlook for this year is the best yet known to the motor-car trade. Writers in *Motor Age* give interesting summaries.

From Minneapolis a correspondent writes that this year's show, the third held in that city, was "bigger and better in every way than the previous ones." Minneapolis is now "one of the premier motor-car markets of the world." From there throughout the Northwest, are distributed most of the motor-cars now sold in that region. Buyers represented at the show came from as far away as Dakota and Oregon. Minneapolis has about seventy agencies for the sale of cars. During the past year nearly one and a half million dollars were expended there. Practically all the leading makes of cars can be bought in that city.

In Milwaukee the show covered fully 100 per cent. more floor space than the first show given in that city, the one of last year. Forty-four distinct makes were exhibited in the pleasure-vehicle sections, the total number of all kinds being about one hundred; with thirty-four houses showing accessories. There were in addition twenty-five motor-cycles. These statistics are to be considered with reference to the fact that fourteen dealers, representing leading makers to the number of twenty-seven, were not represented owing to disaffection. It is also to be recalled that Milwaukee is near Chicago, where only a few weeks before had been held a very large show. Nevertheless, Milwaukee's exhibition was probably the city's greatest event of the year from a spectacular standpoint. Its greatest value is believed to lie in its educational influence on Wisconsin people, in which State are only about 10,000 motor-cars, altho that State "can easily stand 30,000 with its wealth and resources."

At Newark was held an exhibition which filled "almost to overcrowding" the twenty-five square feet of the big drill-room in one of the armories. At the same time, about a dozen exhibitors were not able to obtain space. The show is described as having been "quite a society function."

At Cincinnati records were broken.

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"Never in the long history of trade expositions in Cincinnati has anything equal been seen." All the prominent models were shown, sixty concerns having sent two hundred cars. Visitors came from the Middle West and the Southern border States. The country buyer was much in evidence.

At Omaha, where shows had been held in four previous years, the best of the series took place. As against twenty-five exhibitors last year there were thirty-nine this year, and as against products valued at $300,000, there were products valued at $500,000. The attendance last year was about twenty thousand, but this year it was about thirty thousand.

The show at Grand Rapids "was a most auspicious event." It was the first of the kind held in that city, and became so successful that plans were at once begun for another next year "on a larger scale." The event was a purely local one, however—that is, the exhibitors were local agencies. Some three thousand persons attended on the opening night.

Baltimore had already held several very successful shows, but the one this year was the most notable of all, both from the standpoint of exhibits and of attendance. By actual count there were 241 cars on the floor, representing fifty-eight different makers; while twenty-one other exhibitors showed accessories. Of the cars, twenty-eight were makes which had not been seen before at a Baltimore show. As compared with last year, the number of cars was doubled, the number of makes larger by eighteen, and the number of exhibitors by thirteen.

Cleveland will have two shows this year, the first of which was held in February. The number of cars shown was 110. Every bit of space was taken up, altho fewer than half the types of cars sold in Cleveland were shown. This lack of space is the reason for holding two shows during the year.

At St. Louis the attendance exceeded by eighty per cent. that of any previous show. This record was secured in spite of the fact that the weather was as bad as the city ever experienced in February in a

CHANGE THE VIBRATION
It Makes for Health.

A man tried leaving off meat, potatoes, coffee, etc., and adopted a breakfast of fruit, Grape-Nuts with cream, some crisp toast and a cup of Postum.

His health began to improve at once for the reason that a meat eater will reach a place once in a while where his system seems to become clogged and the machinery doesn't work smoothly.

A change of this kind puts aside food of low nutritive value and takes up food and drink of the highest value, already partly digested and capable of being quickly changed into good, rich blood and strong tissue.

A most valuable feature of Grape-Nuts is the natural phosphate of potash grown in the grains from which it is made. This is the element which transforms albumen in the body into the soft grey substance which fills brain and nerve centres.

A few days' use of Grape-Nuts will give one a degree of nervous strength well worth the trial.

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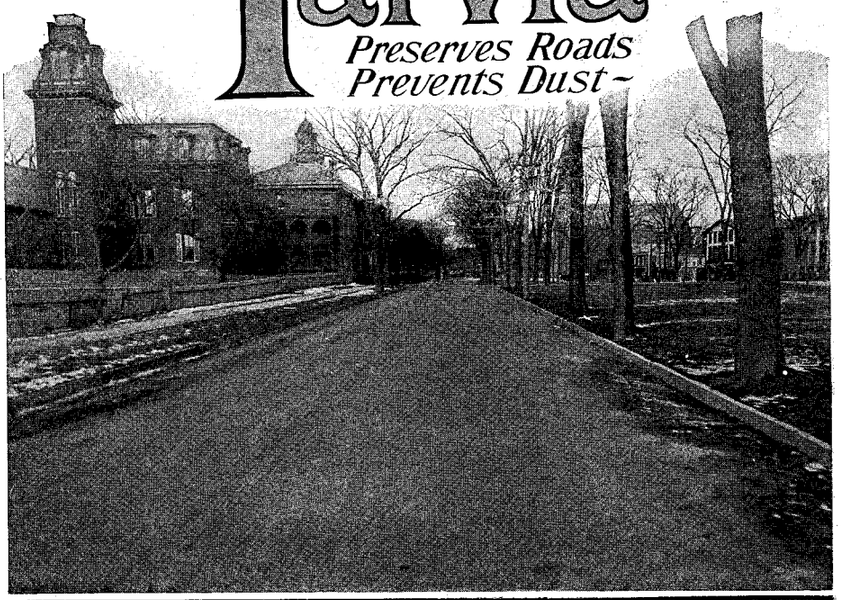
Prevents Dust



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Tarvia's Success in Danbury

In 1908 certain stretches of macadam road in Danbury, Connecticut, were treated with Tarvia for the prevention of dust and the preservation of the roadway.

A year later, Mr. Woodin, Superintendent of Public Works, writes us as follows:

"The Tarvia used last season has given entire satisfaction, and far exceeded our expectation, and has done more than you claim for it. It is the only binder for macadam roads which is proof against modern traffic. The four destructive agents working against good roads, viz., frost, heavy rains, drought and motor vehicles, seem to make no impression where Tarvia is used."

Tarvia is the only preparation for macadam roads which has been used largely enough to produce a large number of testimonials such as the above. Other road preservatives and dust layers point triumphantly to a meagre handful of successes, but Tarvia has become standard. Many millions of gallons of Tarvia are successfully used annually.

The method of application is simple and results certain.

There are three kinds of Tarvia to suit varying road conditions. Tarvia X—used as a binder in constructing new macadam roads; Tarvia A and B—used in surface treatment to preserve the road and make it dustless.

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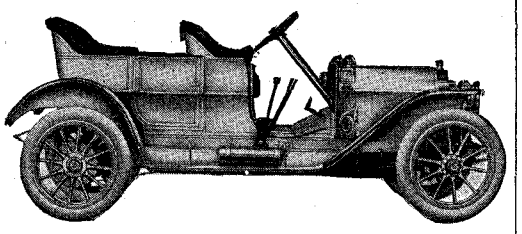
The amazing performance of the Marmon stock cars in the Vanderbilt, Indianapolis, Atlanta and New Orleans races during the past year have made its value known wherever men understand the requirements of strenuous automobile service.

Under the merciless strain of mile-a-minute speed, they carried off the honors in many long-distance races, varying from 50 to 225 miles, by going the distance without a stop, while others of the world's best stock cars were compelled to halt for repairs or supplies.

Such consistent performance, such remarkable dependability had never before been known in automobile contests of any kind.

One Chassis' 32-40 H. P.
Complete High-Class Equipment **$2,650**



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record of twenty years. The average attendance per day was more than five thousand. The cars sold represented a value of about $500,000 and ranged from runabouts to limousines priced at $3,000. There was much complaint of lack of room, but this defect will be remedied another year.

At Binghamton the first show ever held took place with pronounced success. There were sixty-two exhibitors with thirty-two makes of cars, fifty-nine models, and a varied line of accessories. One of the exhibits was a series of cars dating back to 1898 and showing the development of the car down to the present year.

At Kansas City the same story of success is told, while at Buffalo the show was "the best of its kind ever evolved." A notable feature in Buffalo was the attendance of many farmers from the fruit and garden-truck regions round about the city; many of whom attended in order to buy cars that would be useful to them in their business.

IMPORTS AND EXPORTS OF CARS

The Bureau of Statistics in Washington recently issued a report on the motor-car business as to exports and imports. In 1908 the value of exports in cars and parts from the five leading countries engaged in manufacturing them aggregated over $45,000,000, or an increase of 400 per cent. since 1902. These five countries are the United States, Great Britain, France, Italy, and Germany. Separating this country from the others, it appears that we exported in 1908 $5,500,000 in cars, or a gain of 450 per cent., while the exports from the four other countries were $39,000,000, the gain with them having been only 385 per cent.

Importations of foreign-built cars to this country decreased notably in the past two years. In 1906 the total of imports was $5,000,000, but they have since fallen to about $4,000,000. During the four years, 1906–09, they aggregated only $16,000,000. During the same period our exports of cars reached a total of $25,000,000, or an excess in our favor of $9,000,000. What is most gratifying is the fact that of this excess more than one-half—that is, about $5,000,000—was secured during the year 1909. This country now stands second as an exporter of cars, France being first. The totals for each of the five countries under consideration were, in the years named, as follows: France, 1908, $24,569,000; United States, 1909, $8,667,397; Great Britain, 1909, $7,610,267; Italy, 1908, $5,523,000; Germany, 1908, $3,031,000.

As for the countries to which American cars go, it appears naturally that Canada, Great Britain, and Continental Europe take much the largest part. But a considerable showing was made in exports to the West Indies, South America, Australia, and various countries of Asia and Africa. Last year, for example, from this country were shipped to Hawaii cars valued at $614,424, and to Porto Rico cars valued at $249,713. The exports of France—valued, as already stated, at $24,569,000—were mainly to Great Britain, to which were sent cars valued at

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$11,784,000. To this country France sent only $2,124,000 worth. From Italy we took last year $664,000 worth.

THE CHAUFFEURLESS CAR

Herbert L. Towle, writing in *Motor Print*, gives a summary of inferences to be drawn from the cars of 1910 as exhibited in recent shows. The most notable impression he has derived is that the tendency to increase power has reached its maximum, if, indeed, it has not actually passed it. It is true that a few makers, who formerly produced four-cylinder cars are now making six-cylinder ones, but in general there is no increase in cylinder power and many builders of high-grade cars have added small cars to their line. He believes that the big, expensive car is on the wane. Maintenance is now more closely considered.

Mr. Towle finds that "an enormous number of new manufacturers have entered the field in the last twelve months;" in this he gives point to the remarks made by Colonel Clifton, quoted elsewhere. Nearly all of these new men have four-cylinder motors and build cars of from twenty to thirty horse-power only. The impression made by them, he says, is "distinctly favorable." With few exceptions, their cars were priced at from $1,250 to $2,000, the $1,500 car being the favorite. Cars selling at $1,500 he found to be in most respects equal to those selling four or five years ago for $2,000 or even $2,500; while in certain mechanical qualities they are certainly superior.

Notable also in these cars is the care which has been taken to construct them in such manner that they may be operated "without aid from the professional chauffeur." Lubrication in them is made automatic; ignition is so simple that a little practise enables the novice to master it, while many of the intricate refinements of high-priced cars have been eliminated. Even the replacement of tires has been made so simple a thing that "any owner can cope with them single-handed." Mr. Towle writes at some length of other details in the cars of this year, as indicating new steps in the evolution of the chauffeurless car of moderate price:

"First, and most obvious, is improvement in factory construction. In the early days castings and hand-forgings were found in many places where later drop-forgings were adopted. To-day even the drop-forging is being discarded in an astonishing number of instances for prest steel, and the resulting product is lighter, cheaper, and more reliable. Such things as wheel-hubs, steering-wheel spokes, clutches, brake-drums, and dust-casings, torque-frames, steps and step-hangers, running-boards, and even axles are now to be found wholly or in part of prest steel. A small imported car was seen with the front axle of prest steel in channel-section. Two of the largest parts-makers are making rear-axle casings of prest steel welded into tubes at the right- and left-hand ends. These casings enclose the differential, which is removable by taking off a prest-steel back cover-plate.

"Still another chance for economy, in this case with undoubted improvement of result, is found in the metal bodies, not new but now rapidly becoming universal. The most expensive are solid aluminum castings, others have aluminum panels in wood frames, still others have sheet-steel

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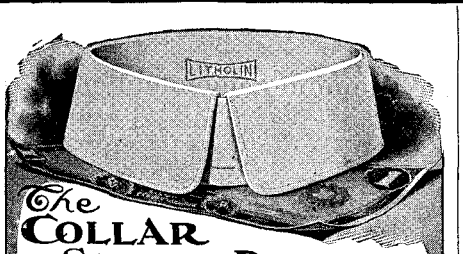

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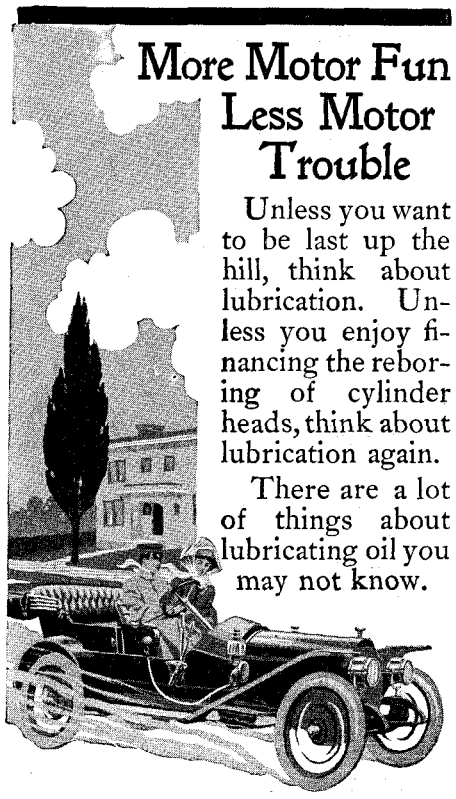

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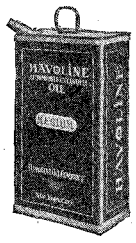

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panels on steel frames. The advantages of the metal over the wood body are so obvious that this improvement is certain to be heartily welcomed.

"The chauffeurless car must above all be reliable. It must not 'break down' on the road either through the motor failing to 'mote' or through breakage or failure of any part—including tires. In proportion to the complexity of the automobile as a machine and to the severity of its service, many things are involved in this kind of reliability. First among them may be placed those features of ignition and carburetion which enable a motor to 'keep everlastingly at it' no matter how decrepit the rest of the car may be. So long as ignition depended on the once popular vibrator-coil, no engine could be called truly reliable. A chain is no stronger than its weakest link, and the magnetic trembler—which served a good purpose in its day—is inherently unreliable, no matter how carefully constructed. The magneto is better; indeed, an ideally well-built magneto may itself be called ideal; but the magneto is a complex piece of mechanism, far more complex than the trembler-coil, and subject to far severer strain. . . .

"For those who want ideal reliability and are willing to take the trouble of changing batteries once or twice a season to save $50 or $100 on the first cost, there are battery-saving devices which are nowise inferior in trustworthiness to the best magneto made, and which bear no resemblance to the trembler-coil, save that both use batteries and both use coils. Aside from the infrequent need of battery replacements the only drawback of these devices is the mechanical lag, which equals that of the average trembler and necessitates more frequent manipulations of the spark advance than is necessary with a magneto.

"As regards the battery itself, it is gratifying to note the improvement in dry-cells as regards both capacity and durability when out of use. I was particularly pleased to note the appearance at the show of a certain liquid primary battery, a sal-ammoniac battery in principle, but with certain changes tending to improve it, which by all reports greatly surpasses the dry-cell in durability. When used in connection with the battery-saving system just mentioned, a set of six of these liquid primary cells will run a car all the year—say, 10,000 miles—and a good part of the next year besides. In storage-batteries there seems to be nothing new except as to the greater demand now made of these batteries for lighting purposes and electrically operated signals. Not only the interior of closed cars, but the side-lights and sometimes the head-lights as well are now supplied with small tungsten lamps claimed to have high durability."

One of the pioneers, and one of the most successful men in the manufacture of small-priced cars is Henry Ford, who recently gave utterance to some views as to the car which, in his judgment, would be most profitable in the future. He said:

"The car of the future must be 'the car for the people,' the car that any man can own who can afford a horse and carriage; and, mark my words, that car is coming sooner than most people expect. In the low-priced car dwells the future success of the automobile. Comparatively few persons can afford even a $1,000 car. A limited number of factories can easily supply all the demand for high-priced cars, but the market for a low-priced car is unlimited. Over 2,000,000 horse-drawn vehicles were sold by American factories in 1909. When you substitute a motor-driven vehicle for each of these 2,000,000 wagons and carriages, you get an idea of the automobile of the future."

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CURRENT POETRY

During the broad light of day the life of a large city is broken up into thousands of gaudy, noisy fragments, but in the dusk and fog of twilight or in the early morning "when all that mighty heart is lying still," the city appeals to the poet or artist as *a whole* and appears to him as some great sentient being. The author of the sonnet "London," quoted from *The Academy*, has caught this "Stadt-geist" (if this compound is allowable) and has embodied it in a striking poem. We could dispense with the somewhat insistent "sees" by which the author directs our attention to the points of interest and beauty.

London

By A. D.

See what a mass of gems the city wears
  Upon her broad live bosom! row on row
  Rubies and emeralds and amethysts glow.
See! that huge circle like a necklace stares
With thousands of bold eyes to heaven, and dares
  The golden stars to dim the lamps below,
  And in the mirror of the mire I know
The moon has left her image unawares.

That's the great town at night: I see her breasts;
  Pricked out with lamps they stand like huge black towers.
I think they move! I hear her panting breath.
And that's her head where the tiara rests.
And in her brain, through lanes as dark as death,
  Men creep like thoughts . . . The lamps are like pale flowers.

A quatrain from *The Bookman* in memory of John Banister Tabb:

Father Tabb

By J. B. Greenleaf

An unstrung lyre, a broken shaft,
  The silence of a magic pen,
A cup whence ev'ry drop's been quaffed,
  Oh, rarest man of all rare men.

Maybe, some time, in a moment of unheard-of absent-mindedness, Mr. Markham will dash off a poem and send it straight to the printers instead of slipping it into his drawer for future filing and polishing. We wish we might hear from him more often, since he is one of the few optimistic poets now writing whose faith is rooted deeper than sentiment. These lines appear in *The Nautilus:*

Three Quatrains

By Edwin Markham

Eternal Equities

All the poised balances of God would swerve,
Did men not get the blessings they deserve;
And all the rigorous scales of Fate would turn,
Did men not get the punishments they earn.

The Ideal in the Real

While man mounts upward on the starry way,
He must descend into the work-a-day:
While the strong oak is climbing to the sky,
Its resolute roots must ever deeper ply.

My Church

Wherever brother hands are clasped and tight
Resolved to battle for the trampled Right,
There is thy sacrament for which I search—
There is my altar, there my holy church.

In The Literary Digest of February 12 a poem by Richard Wightman, entitled "In a New Country," was credited by mistake to *Harper's Magazine*. This poem was quoted from *Hampton's Magazine*, to which credit should have been given.

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PERSONAL GLIMPSES

SENATOR GORDON'S FAREWELL

ECHOES of bitter words reviving bygone discords died away, petty partizan jangles were forgotton, "even hardened and sophisticated statesmen full of stratagems and spoils were made kin by a touch of nature," as the Chicago *Record-Herald* remarks, when James Gordon made that sincere, homely, kindly, and eloquent farewell speech to his fellow Senators the other day. His two months in the Senate ended when the Mississippi Legislature, after a long deadlock, chose Leroy Percy to succeed the late Senator McLaurin. "Colonel Jim" Gordon's boyhood dream had come to pass. Says the New York *Evening Sun*—"'Way down there in the canebrakes of Upper Mississippi an old man will tell of the days he sat in the Senate of the United States and the day that he presided over that august body." *The Evening Sun* continues:

Senators whose reputations are established in the courts and chancelleries of Europe and whose combined word can change maps and make empires forgot themselves—forgot all but the tall, slim, silver-haired gentleman of an old school who was standing there in the great forum saying good-by to the Senate. It wasn't the voice or the diction of a Clay or a Webster or an Everett that floated over the Senate in soft, flutelike tones. It wasn't oratory, but it was eloquence, and the Senate had an ear for Colonel Jim. He was just talking in his old way—not a bit different than he spoke to his guests in Pontotoc. But he struck the human note, and the powerful Senate of the United States gave heed.

And when he had finished, Senator Depew thus exprest the general feeling:

I have heard a great many farewell addresses in my life; I read the most famous of them on Washington's birthday, the 22d of this month; but this is the most unique contribution to literature of this character which any of us has ever heard. It will live in the records of the Senate as probably the most remarkable address either of a new Senator coming in or of an old one going out that has ever been delivered. Its patriotism and good-fellowship, broad-mindedness, charity, and humor will remain among the best recollections of those who heard it.

This is Senator Gordon's farewell, as printed in *The Congressional Record*:

As I am about to retire from the Senate I wish to express my feelings and sentiments in regard to my brief experience here. . . . I will tell you how I came to be a United States Senator. I started when I was five years old. It took me a long while to get here, and I found it a very rugged road to travel; but I did get here. When I was a little chap about five years of age—I will tell you a story, and you may tell your children, and you old fellows may tell your grandchildren—I received as a present something like a map on pasteboard. It had this great Capitol as a picture at the top of it and squares with numbers on them. Those numbers

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represented all the passions that had escaped from Pandora's box. That map had marked on it all the temptations that would befall a youth growing up. It had a little teetotem, as it was called, in octagon shape, and it had numbers on it up to eight, on which to spin. My mother used to take me to her side.

If you should spin the teetotum and it went over the mark and got on a bad place in the square, that would be one of the bad passions; but if it escaped all those, and the teetotem got on the great Capitol of the United States, you would be in the United States Senate. I saw a great big fellow sitting up there in that stand. I wanted to know of ma if I would get there; and, God helping me, I got there yesterday. She told me that if I would lead a clean life and form no bad habits I would be sure to get there. She never told a story in her life, and so I knew it would come true. In all my life, Senators, that thing has stuck to me, and every time I wanted to do wrong I saw one of those passions on that board, and that board has stood before my eyes from that day until to-day, though I have never made it public until now. I thought this was the place to do it. . . . . .

I have had a varied life. I was born a multimillionaire, very unhappily, too, for I never saw one of them that was happy yet, and I never was happy myself until I got rid of my millions. The largest portion of them went to feed a large number of slaves that I unfortunately inherited and the rest I spent on my friends, like a gentleman should, and got rid of the incumbrance.

I have been listening to speeches here very carefully, and the more I heard of the speeches the sorrier I felt for the millionaires. Thank God, I am not one any more!

I heard the Senator from Arkansas (Mr. Davis) the other day make a speech in which he abused Rockefeller. If there is a man in the United States that I am sorry for, it is Rockefeller. I can not help sympathizing with a fellow that everybody is "cussing," and I never could see what they "cussed" him for unless he had more money than anybody else. I do not think that is a fault, but it is a misfortune. I am sorry for a man in his condition, when he can not go out on the street and have even his little grandchildren walk in sight of him without threats that they will kill his little babes. I know the old fellow loves those children better than all the gold in his vaults; and he would not be a human being if he did not. . . . . .

Well, I want you to understand that I am a plain, blunt, old Confederate soldier. I wore the gray and I fought and bled, but I did not die, though I skedaddled frequently. You understand that word "skedaddled." These old soldiers will understand it.

I had the honor during my service to capture some very prominent men in the Northern army; among them was General Coburn, of Indianapolis, Ind. I captured one great, big man, who afterward became General Shafter. He was then a major in the Nineteenth Michigan. He was a very poor shot, for I advanced on him with my saber, and he shot at me five times and never touched me.

Now, I will tell another story. That fellow Shafter gave me an awful scare.

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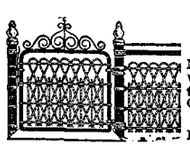

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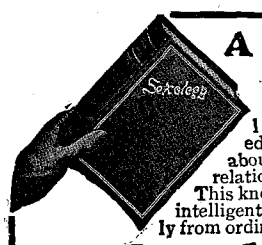

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When I approached him he handed me his pistol and said:

"You are welcome to it, but it will do you no good, as I have shot all the cartridges away, but over at the stockade near Franklin, Tenn., I have a valise that has got a thousand cartridges in it, and you are welcome to those, if you will go after them."

I said:

"Thank you for the pistol; I will go after the cartridges."

In a few weeks later with Forest I went to Brentwood Station, captured the fort, and got the cartridges, but I never used them. I never fired a shot during the war. That is a fact. I had just about enough to do to look after the men that I had engaged. That is the kind of a soldier I was. I told the other fellows to do the fighting. A great many of them stayed at home, and if I had been as smart as they were, I might have done the same.

When the Confederate soldier and the Union soldier—we called them "Yanks" in that day, and they called us "Johnnies"—met they were always friendly. General Coburn asked permission of General Cheatham and General Polk to present me his sword for kindnesses extended to him when he was a prisoner of war. I carried him from near Franklin to Tullahoma, Tenn., and that sword was presented to me at Tullahoma. I sent it home with the petition that I had, with the signatures of General Cheatham and General Polk, and I have it yet; and when Grierson made his raid through my country and went by my father's house, my wife presented that order to his adjutant, and they gave us a guard and protected the house.

Another time a gentleman, who is living yet, by the name of Captain Brown, of the Seventh Illinois, and I had a little engagement. That Seventh Illinois was the meanest regiment I ever saw, for it never wanted to quit fighting. The Seventh Illinois and the Second Iowa were the worst men I had to fight; but I am glad when I see them alive to-day. When we meet, we shake hands; we are the best of friends, and Captain Brown, of the Seventh Illinois, and I have kept up a correspondence ever since the war. He is living at Leon, Iowa, now; and if you think I am not telling the fact you can call on him and prove it. As I have said, he is still living, and I hope he will live a hundred years, and that I will live to see him decently buried.

Now, gentlemen, I did not get up here just to make you laugh. I want to tell you something that will not make you laugh. Down in Mississippi where I live, when I go home and go to my bed to sleep and dream sweet dreams of the hours I have spent here in the Senate, I sleep with the sword of Damocles hanging over my head. We have a problem to settle there that I want you to help me settle. I do not ask you to agree with me, but I ask you to talk with me and listen to what I have to say, and, in kindness and friendship, want to see Mason and Dixon's line obliterated from the map of the United States and on it the words written "Our country."

I am tired of sectionalism. God knows I got enough of it fighting. I do not want any more of it. I do not want to hear any speech in the Senate or anywhere else that stirs up strife between the old soldiers or citizens who are not in the army.

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I do want to bring about peace. I am an old Confederate; you are old veterans, perhaps. We disagreed, and you were the victors; but we still think our Generals were good men and our people were good people; and we do not dispute that yours were just as good as ours. Our people down South are not quarreling over these things at all. We have a few blab-mouthed fellows that always want to make a fuss, but they are not even worth "cussing." So I will not use any invectives against them. We have them down South; but they are not my sort, and I have got more influence with the people than they have. I talk with them as I talk to you. I tell them the truth and the facts, and I tell them we have friends here, but they do not see things as we do.

We want you to think well of us, and there is no use of calling us traitors. They used to call George Washington a rebel and a traitor, but we do not think so ourselves; and I do not think any of us fellows were traitors, while we may have been rebels. I do not deny that. We thought we ought to fight for our States, and we disagreed just on a little section in the Constitution—a very small thing to fight about, but we made an awful big fuss when we got at it.

Now, nobody can take away the glories of either side. A man had as well attempt to scale the ramparts of Jehovah and pluck from heaven's diadem God's brightest star as to snatch the laurel from the brow of the conqueror or the conquered that stood under the apple-tree of Appomattox. They go together; they are all famous; and there were good men on all sides. They disagreed, and they fought for it; but when one side conquered and the other was conquered, we took our oaths of allegiance, and I can hold up my hand before high heaven and before this Senate to-day and say I have never violated that oath that I took to be a good citizen of the United States, and I never knew of a soldier of the Confederacy violating that obligation.

This is my father's house. I am proud to be in it. I am proud to be associated to-day with the men whom I see around me. I have read the papers and I have heard you all abused and censured, but I find that this is the finest working body of men with whom I have ever been associated. I had no idea of the amount of work that was incumbent upon a man who occupied a seat in this Senate. If he does his duty, he has a great amount of labor to perform for the benefit of his country—of our country. I know no North, no South, no East, no West; but love my country, every part the best.

I love Mississippi because it is my home. A man always loves his home a little more than any other place. I love the particular spot where I live better than any other spot, and you do the same. We have there ties of friendship and love and everything that we have not anywhere else.

I come to you to talk of friendship and of love for one another. My religion is the eleventh commandment of Christ, when He said, "A new commandment I give unto you; that ye love one another." That is what I want to bring about here; that is my object in standing here to-day to talk to you as I do. I want to implant in you, just as it is in my heart, a growing love for

IT now takes five factories to supply the demand for my razors and I am building more.

No matter what razor a man tries or how much he may experiment, he finally settles down to the Gillette—because it is practical—it does the work as no other shaving implement does or can.

The Gillette is the one razor that will shave smoothly in any direction. It is the only safety razor made that shaves on the hollow ground principle. You get this effect with the Gillette flexible blade. When you screw the handle up it draws the blade naturally into a hollow shape. It *shaves* the beard—does not scrape it off.

In thickness a hair ranges from one thousandth of an inch to six one-thousandths. The Gillette is the only razor that can be adjusted to any beard—for a light or close shave. It is so made that it admits of an absolute micrometer adjustment—thirty one-thousandths of an inch for every complete turn of the handle.

The Gillette costs $5 and it lasts a lifetime.

Standard Set, in velvet-lined, full leather case, $5. Pocket Edition, in gold, silver or gun metal, $5 to $6.

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Hear Scotti's records of the delightful "Serenade" from Don Giovanni (88194), and the famous "Monologue" from Falstaff (88195), at any Victor dealer's—wonderful records that show the great progress recently made in the art of Victor recording.

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ARCADIA
MIXTURE

Its aromatic delicacy will surprise you. It is the most perfect blend of tobacco you ever put in your pipe—the highest class—it stands all by itself, the KING of mixtures.

A tobacco that your women folks will like to have you smoke at home—you may never have known the luxury of a pipe smoke before.

SEND 10 CENTS and we will send a sample.

THE SURBRUG CO., 81 Dey Street, New York

the country I live in and the people I live with. I live with you all; you are not divided from me by Mason and Dixon's line, isothermal lines, or any other plagued lines. I want to wipe out all lines. That is my desire.

I want to see you join me in taking away the bayonets that are on those guns you sent down there to a race of people who came out of a jungle and are only partially civilized. We can not civilize them in half a century. We were not civilized in a thousand years as we are to-day.

We do not want to hurt the negro. We all love the negro. I want to read you here a little sentiment of mine. I have got a little book here, and I want to read from it and show you just how we feel toward the negro. This is my poetry, but I will not bore you with much of it, and, understand, I am not advertising it either; it is not on the market yet.

THE OLD BLACK MAMMY

'Tis easy to wander off from my theme
When traveling over the ground;
Thro' evergreen pastures across the bright stream
When in fancy I wander around,
And see in the picture which never grows older
Tho age chills the blood which never grows colder.

In fancy I see those good negroes again
I loved in the days long ago,
As they worked in the fields of cotton and grain
And sung as they chopped with the hoe;
I can never forget, wherever I roam,
The scenes of my childhood and home.

The dear old black mammy, so gentle and tender,
So faithful and true to her trust—
I loved her so well I dared not offend her;
She is gone, yet I honor her dust.
From the wells of my heart arise tears of regret;
Tho she sleeps 'neath the sod, I can never forget.

She was lovely to me in her colored bandanna
With which she turbaned her head.
Her songs were far sweeter than flute or piano
As she put me to sleep in my bed.
Her soft crooning voice I can never forget.
Like an angel in dreams she comes to me yet.

IN THE BREAD-LINE

PRESIDENT TAFT'S recent visit and speech to the "down and outs" at the Bowery Mission, New York, has again called attention to the valuable work done by this agency, not only by the famous "bread-line," but also by sending men to positions on farms and elsewhere throughout the country. Four thousand men have been thus aided within the last year, says John C. Earl, the financial secretary of the mission, in asking the public for funds to help continue this work. The following letter written to Mr. Earl by a German office-clerk, out of work since last August, throws some light on the life of a "down and outer":

Last Saturday night another poor man, who slept beside me in the park, said that Mr. John C. Earl, of the Bowery Mission, would help me, if I told him my wife was sending me money from Germany to come back home. I had eaten nothing that day, and the police put me off the seat, so I lost the other man and walked about all night by myself. I could get nothing on Sunday to eat, and if you had not given me that food on the Monday I think I would have died.

From about August 10 I have been

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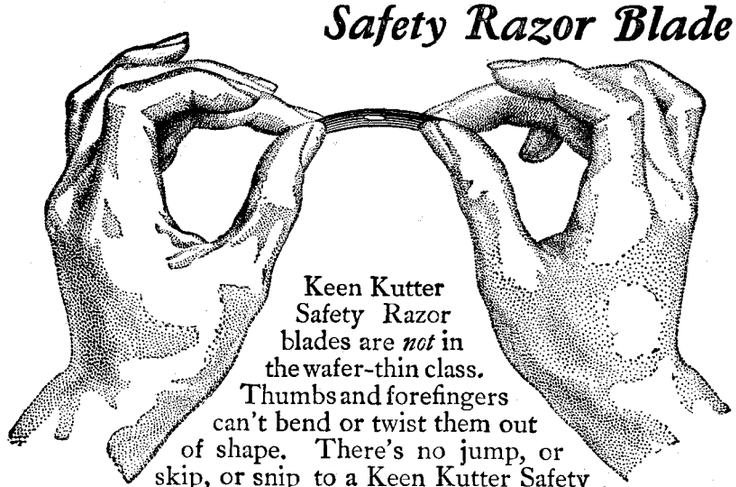
walking from office to office, from factory to factory, without result. My money, saved during the time I had been working, is now already about ten days gone, and only with the greatest economy I could keep me so long. Since I am "down and out," I only was eating "free lunch." At noon time I would venture into a crowded saloon, where the lunchman was too busy to see if you had a glass of beer or not, and I would take a plate of soup and some bread and in the evening I eat cold "free lunch."

The hardest thing for a poor man without a home is how and where to spend the night. After about 5:30 P.M., when the offices were closed, I went to the reading-room in Cooper Union and stood there, usually till 10 o'clock. When there was any service in a German Protestant Church, I went to church; sometimes I have also been in a gospel meeting of the Wesley Rescue Mission or the Bowery Mission. When it was too cold to walk the streets, or raining, I would spend 5 cents for beer, if I had it, in a saloon on the Bowery, where you can have free lunch and sit the whole night for that 5 cents In those saloons you can see all classes and characters of people—poor men of all ages, sitting sleeping on a chair, or lying on a newspaper on the floor, who I do know would prefer a bed to a drink, and who were anxious to obtain work of any kind.

I have been in the Bowery Mission bread-line several times. We would stand about one hour or more outside, till the doors opened, and me and the other poor men were all so glad when it was one o'clock; hungry and freezing men, all waiting for a cup of hot coffee and rolls. You can believe me that it is not so agreeable to stand one hour or longer outside on the street in this winter time, without anything in the stomach, freezing and shaking on the whole body. Some in this bread-line are well educated, and have seen better times, like me. Most of the men praised the bread-line, and a few were making fun about it. I can say, for my part, that no poor man can be thankful enough for this institution; and how different you feel after having had a hot cup of coffee, that makes you feel better and warmer! Out of the conversation of some men I heard that, after having had their cup of coffee and rolls, they would try to get back on the end of the line to secure another portion. I cannot say if they have been lucky in their trial; I never was. I went, after having had my portion, downtown for to get me the first morning paper and look for a position, the same as the other men did.

I repeat once more that I praise the Lord for the night that I heard of you. In my

You Can't Do This With a Keen Kutter Safety Razor Blade



Keen Kutter Safety Razor blades are *not* in the wafer-thin class. Thumbs and forefingers can't bend or twist them out of shape. There's no jump, or skip, or snip to a Keen Kutter Safety Razor. It passes over the face almost by its own weight; takes off the stiffest beard smooth and clean and leaves an unruffed skin behind it. The

KEEN KUTTER
Safety Razor

is a true "Safety Razor." You don't have to practice caution for fear of an accident, nor spend thirty precious seconds every morning "getting ready."

E. C. SIMMONS KEEN KUTTER TRADE ST. LOUIS MARK U.S.A.

A Keen Kutter Safety Razor is *always* ready. It's simply a matter of soap and brush, three or four minutes before the glass and a clean face, free of beard till next day.

It comes fully guaranteed in a neat leather case with twelve "ready to use" blades of best Norwegian steel.

"The Recollection of Quality Remains Long After the Price is Forgotten."—E. C. SIMMONS
Trade Mark Registered.

No. K-1—Silver plated in genuine Black Leather Case, $3.50.
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If not at your dealer's, write us.

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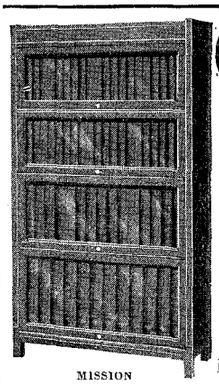
Pears'

A soap is known by the company it keeps. Pears' is found in good society, everywhere.

The use of Pears' Soap betokens refinement.

Scented, or not, as you prefer.


MISSION

GUNN Sectional Bookcases

have many features that will interest you. Handsome and solid in appearance with no disfiguring iron bands to hold the sections together; glass doors (roller bearing, non-binding) easily removable for cleaning without taking down the entire stack.

The prices are lower than others

Our free catalogue B proves this and will please you. It quotes our attractive low prices, shows latest Sanitary Clawfoot, Mission and Standard styles—all high-grade Grand Rapids quality in finish and workmanship. Sold by dealers or direct.

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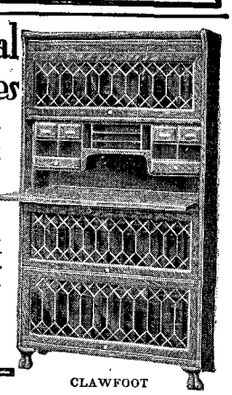
CLAWFOOT

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I offer you something that will benefit every inch of your body and mind through every minute of your life.

One man awakens on a sunny morning and begins to whistle. His less cheerful neighbor's first thought is that it will rain before night.

The difference between them is bodily, and it makes life an entirely different thing to each.

This difference in *mental* attitude caused by difference in *bodily gifts* runs through all creation.

The dog is higher than the fish, because he has *more and better senses and organs.* For the same reason, the savage is higher than the ape. Here is the law:

Each new acuteness of sense, each improvement of limb or vital organ brings MORE LIFE.

This law is as inevitable as gravitation: The size of your life—your power, your enjoyment—is fixed by the perfection of your bodily machine. That congested liver, that torpid intestine *thrusts you down the ladder of evolution.* That sluggish blood-flow limits your power to grow, because it reduces you to the level of the animals in which the heart is imperfectly developed.

The correction of such frailties of the inner bodily machine is the deepest aim of the THOMPSON COURSE.

True, it increases muscular strength; but its great benefit is a direct regenerative effect on the vital organs, which are all muscles. With that regeneration comes, as surely as day comes with sunrise, a broadening of life in every direction.

The THOMPSON COURSE is radically different from your present conception of exercise, and its objects are such as no other method achieves. It is varied to suit each individual case. It takes only a few minutes each day, and calls for no dieting, no apparatus, no inconvenience, no deprivation from the pleasures of life.

Hundreds of men (who are just as intelligent and as busy, and who were just as nerve-worn and just as skeptical as you) are now urging their friends to adopt my Course, because they know that it gives a lift in life.

Will you try my Course one month entirely at my risk?

Send today for my book "Human Energy." You will find it very startling and yet obviously true.

J. EDMUND THOMPSON, 28 Main Street, Worcester, Mass.

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The Real Latin Quarter of Paris

By F. BERKELEY SMITH

So real are its descriptions that the reader feels that he has taken an actual trip through the Quarter, enjoyed the good cheer at Lavenues, listened to the chansons at Marcel Legay's, looked down upon the giddy whirl of the Bal Bullier, peeped into studios, chatted with models, and seen every nook and corner of this celebrated community.

John W. Alexander: "It is the real thing."

Frederic Remington: "You have left nothing undone."

About 100 original drawings and camera snapshots by the Author, and two caricatures in color by the celebrated French caricaturist Sancha. Ornamental Covers. Water-color Frontispiece by F. Hopkinson Smith.

Funk & Wagnalls Company, Pubs., New York

Sound, Sensible

"HOW TO GET A POSITION AND HOW TO KEEP IT"

By S. ROLAND HALL

THIS is one of the most sensible little books of advice ever offered to the young man or young woman seeking employment. Mr. Hall has been with a large correspondence school, and has had much experience in getting positions for young men. Above all, he would have the young man drop all foolish notions about the getting and holding a position. Hard work alone makes good. He gives much practical advice on letters of application; personal application; what is good and what is bad form, etc., etc.

12mo. Cloth, 140 pages. 50 cents net; by mail, 54 cents

CONTENTS: 1. Special Ability and Choice of Occupation. 2. Positions Obtained Through Advertisements. 3. Positions Obtained Through Unsolicited Letters. 4. The Letter of Application. 5. Personal Interview and Letters of Recommendation. 6. Special Hints to Various Classes of Applicants. 7. On Keeping Positions and Winning Promotions.

FUNK & WAGNALLS COMPANY, New York

country, Germany, are not so many poor men as there are here in this city. Every poor man has a home or a bed; also there is more work. I have been employed in the greatest cities of Germany—in Berlin, Hamburg, Cologne, Bremen, etc.—but have never seen so many men without work as in New York; also, I imagine that it is easier to secure a position in the old country; therefore I wrote home to my wife for a ticket to go back to Germany.

HE STARTED THE BATTLE OF SAN JUAN

AUGUSTUS COLUMBUS, "the man who began the battle of San Juan Hill, the man who started the American troops up the hill which was to demonstrate the fact that foot soldiers could take a scientifically fortified position, that was to send the fame of American soldiers ringing around the world," has, we are told in the Chicago *Tribune*, just reentered the service. He has been out of uniform just six weeks, after a service of twenty-six years. Says *The Tribune*:

Columbus was a trumpeter in the Twelfth infantry during the memorable battle of San Juan. Previous to that time he had served throughout the West and in Alaska, taking part in the Sioux campaigns of 1890 and 1891, in the Jackson's Hole Indian war, and in half a dozen other incidents that brought him under fire. He was a part of the force that advanced into the nest at Las Guasimas, where the Rough Riders got their baptism of fire and Sergeant Hamilton Fish and half a dozen others were killed; at Siboney—"where we got pretty scared; a mule ran away with a field-piece and we thought we'd lose it"—and lastly and mostly at San Juan.

Columbus's version of the battle of San Juan is peculiarly interesting. He was attached as trumpeter to Colonel Humphrey, and when the time came for that stirring advance, when American arms once more should prove their worth, when Roosevelt should get material for several interesting chapters in his book, etc., Humphrey quietly told Trumpeter Columbus to sound the charge.

After this the important part of the battle of San Juan, as Columbus sees it, is his own story.

"The battle of San Juan? Well, we went up the hill, and it was a hot day, and after the battle was over I come across a heavy-set man in khaki pants and blue blouse, just like the rest of us, and he was laying under a tree getting his wind, and beside him is a great big piece of chewing-tobacco. Now, if you was ever in a battle you'd know you get awful thirsty, especially in hot weather, and when you get thirsty there ain't anything so good when you can't get water, or anything to drink, as a good chew of tobacco. So I went up to this fellow under the tree, and I says: 'What's chances for a chew off your plug, comrade?'

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL

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'Help yourself,' he says, laughing a little, 'It ain't mine.'

"And I did help myself, and I took a good big chew, too, enough to last me until next time, which I didn't know when it was going to be. Then all of a sudden an orderly comes running up, and he says: 'Here, you trumpeter, don't you know who you're talking to?' 'No,' I says, 'I don't, but whoever he is he's got better manners than to talk to a veteran the way you do.' 'Blast your eyes!' he says then. 'That's Colonel Roosevelt!'

"Well, I was pretty rattled then, and I says: 'I beg your pardon, Colonel, I didn't know I was talking to an officer.'

"'Pshaw!' he says. 'You got your chew, didn't you? Then why are you standing there like you'd seen a ghost? You're a good soldier, and this is no time to stand on formality.' And he gave me a letter, too, to show that he meant it. He was a good soldier, Colonel Roosevelt, too, and I'm glad to see that he done so well.

"After the war I went into the marine corps. I wanted to try another branch of the service, I didn't like it so well at first, but now I know that it's better. A marine gets a chance to go all over the world, and a soldier sometimes has to stay at one post for his whole enlistment. I was discharged six weeks ago. I went to my old home in Watertown, Wis. I visited around with my relatives and old friends, and tried to make new acquaintances, but I found there wasn't a single one knew how to come to attention. There wasn't a soul I could talk to about the things I knew. I was like a stranger in a strange land on the outside, and I hurried to get back where I belong. An old veteran has got only one place that he can call home; that's in the service. Why, I've only got one possession in the world that I really treasure; that's my letter from Colonel Roosevelt, testifying that I started the battle of San Juan."

A LASSOER OF WILD BEASTS

BUFFALO JONES, whom William Maxwell, writing in the London *Daily Mail*, calls "the last of the plainsmen," is about to follow an illustrious example and transfer the scene of his exploits from the American prairies to the jungles of Africa. Mr. Maxwell shook hands with Jones in London and says he is sorry for the lions in East Africa which are to be lassoed to prove to the world "that lions may be caught by hand instead of being trapt or shot." We read further:

After you have shaken hands with Buffalo Jones you believe him capable of anything. His spare figure is compounded of steel and his face is the face of an eagle. Sixty-five years abated none of the strength and alertness of the last of the plainsmen. Mr. Jones is not starting on a new career at that age.

"When I was twelve years old I caught my first squirrel. It bit my finger, but I sold it for two dollars. Since then I've been chasing everything on four legs trying to get a fortune. And I'm still at it. . . . .

"What is my most exciting adventure? Well, my worst time was with buffalo. As you know, buffalo was almost extinct. Of

HOWARD WATCH ANNOUNCEMENT

YOU will never again be able to buy a Howard Watch for as little as $35, unless it is one your dealer happens to have in stock at this writing.

On February 1st, the E. Howard Watch Works discontinued the making of the $35 grade of Howard Watch.

We have here a compact organization of highly skilled watch-men. It takes a long time to perfect a Howard Watch—cased, timed, permanently adjusted—"seasoned" for a lifetime of service.

In its sixty-five years of History the making of a Howard Watch has never been slighted or hurried.

There are never quite enough Howards to go round. Of late the demand is such that we are compelled to concentrate on the finer movements.

As necessity demands we will gradually discontinue the less expensive grades—thereby raising the average quality-standard of the Howards in use and incidentally increasing the value of his investment to every Howard owner wherever he may be.

A Howard Watch is always worth what you pay for it.

The price of each Howard is fixed at the factory and a printed ticket attached—from the 17-jewel (double roller escapement) in a "Jas. Boss" or "Crescent" gold-filled case at $40.00 to the 23-jewel in a 14-k solid gold case at $150.

E. Howard Watch Works
Boston, Mass.

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obtained by using Hy-Rib Steel Sheathing plastered with cement mortar. So simple that your own men or local contractors can apply it. Merely set up the Hy-Rib sheets, apply the cement mortar, and the slab is complete. No centering or studs are required.

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Cannot Rot or Rust. *Write today for free Hy-Rib catalogue*

TRUSSED CONCRETE STEEL CO., 536 Trussed Concrete Bldg., Detroit, Mich.

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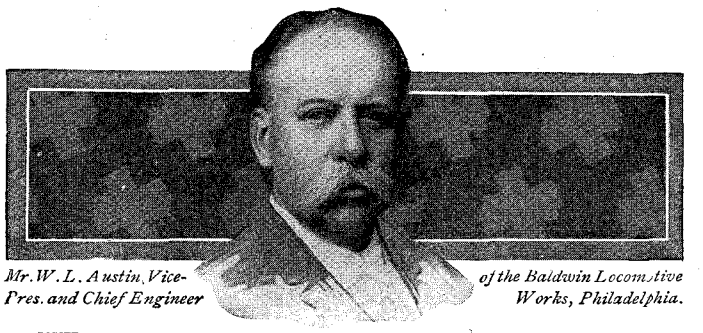


Mr. W. L. Austin, Vice-Pres. and Chief Engineer of the Baldwin Locomotive Works, Philadelphia.

This Noted Engineer,

Mr. Austin, Vice President and Chief Engineer of the Baldwin Locomotive Works, Philadelphia, a mechanical engineer of national reputation, says:

"Having been a designer of machinery for over thirty-seven years, I can appreciate the AutoStrop Safety Razor as being the perfection of simplicity. When I first saw one I immediately fell in love with it, as I recognized the unmistakable evidence of careful original thought.

"It is so handy, reliable and delightful to use that I do not see how anyone can enjoy shaving without it."

Try It Free
(Dealers Read This, Too)

No dealer can lose anything by selling AutoStrop Safety Razors on 30 days' free trial. If he should have any razor returned, we exchange it or refund him his cost. So don't be timid about asking a dealer to sell you an AutoStrop on trial. He's glad to do it. It's profit in his cash register.

Men who "do things" act—act quick. No procrastination. No "to-morrow" for theirs. Don't wait to call on your dealer. 'Phone or write him to send

you an AutoStrop Safety Razor on trial—'phone or write now.

Consists of heavily silver-plated self-stropping razor, 12 fine blades and horse-hide strop in small handsome case. Price $5.00, which is your total shaving expense for years, as one blade often lasts six months to a year.

"The Slaughter of the Innocents"

is a book. Whoever wants to know what he doesn't know about shaving, wants it. Really, what it tells you is what you don't know.

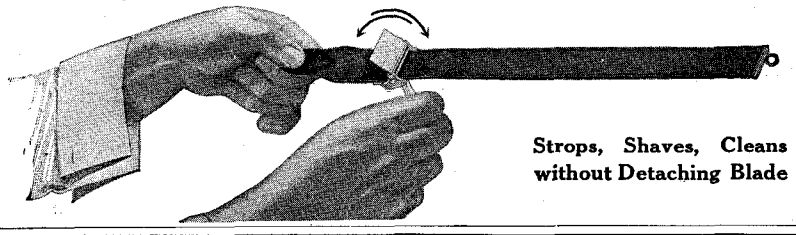
Whoever wants to shave himself as well as the head barber can, wants it, too. It does teach you this trick.

And whoever wants to laugh much, wants it—in large lots. For "The Slaughter of the Innocents" is no freight train schedule.

It's free, though it should not be. Will you put off sending and forget it, or will you send for it now, while you have it in mind.

AUTOSTROP SAFETY RAZOR COMPANY, 346 Fifth Ave., New York; 233 Coristine Building, Montreal, Canada; 61 New Oxford Street, London.

FAR QUICKER, HANDIER THAN A NO-STROPPING RAZOR



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the original herds only eighty-two animals were saved, and of these I captured fifty-eight. The herd at Banff, in Canada, was bred from my captives, and in 1891 I brought to England the buffalo that Mr. Leyland keeps in Northumberland.

"I had tied a rope round the neck of my Kentucky horse so that he could not get away to the wild horses, and had lassoed a calf, when the mother came for me. There was I pivoting round the calf. I fired three shots from my revolver, but could not touch the cow till she came right up to the horse's tail. It was a close call. In 1885 I caught eight calves in one run with wolves in thousands following the herd. Now, wolves, unless desperate through hunger, will not attack a man, and will avoid anything that gives his scent as they fear a trap. When I had caught and tied up one calf I pulled off my coat and tucked it under the animal. Under the second, I put my vest, under the third my hat, under the fourth and fifth my boots, under the sixth and seventh my socks. Having no more garments to spare, I held the eighth calf."

"And how do you expect to get on with the African lion?" I asked.

"Well, the African lion is a difficult problem, but it's got to be solved. I'll catch him all right, and Scull will take his picture all right. But what will happen after that I don't pretend to know, being a hunter and not a prophet. I am taking my branding-irons, and the lions I don't want I'll brand and turn loose again to fight another day. I shall try the rhinoceros, and the buffalo too if I can get him out of the bush. I am taking with me ten of the best American-trained horses and twelve hounds of various breeds, some of which I have bought in this country. My lassoes are of Russian hemp hard twisted, so that they go through the air with the least possible resistance. Tho no thicker than a little finger, my lasso will hold up a weight of two tons. When I have made a capture I tie it up with rope, through which runs steel wire."

Incredible tho this adventure may appear, I somehow believe that Buffalo Jones will succeed. Such is the tribute to his strong and calm personality.

ATTACKED BY A WOUNDED BUCK

ONE Colonel Parker of Clarion County, Pa., had an experience once with a broken-legged buck that he considers the liveliest adventure of his life. He was in a sleigh, and about half a mile from his home, when he saw the big animal in an open spot in the woods a few feet from the road. He was a fine specimen, but seemed to be sick. Colonel Parker decided to try to drive it home with him and shelter it and feed it with his cattle. With this beneficent purpose he tied his horse by the roadside and "walked back to make the effort toward inducing the buck to go along and be cared for." The New York *Sun* reports the Colonel as telling the story thus:

As I neared the buck he began to show the first sign that he knew of my presence thereabout, and when I was within two or three paces of where he stood his recognition of the fact that I was there became so positive that I at once saw that he didn't

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intend to accept my services. The hair on the buck's back had bristled up as I approached him, his ears were laid back flat along his head, and his eyes glared fiercely. From a gaunt, half-famished looking animal, apparently indifferent to his surroundings or his fate, he had suddenly become fierce and defiant. I took a step backward as the preliminary tactics to a retreat and the buck immediately sprang toward me.

On the opposite side of the narrow road was a stump six or seven feet high. I cleared the road at one jump and dodged behind that stump. Peering around it I saw the buck coming, and saw also that his right hind leg was broken and was dragging helplessly. Then the buck's dogged fierceness was explained. There is no fiercer animal than a wounded buck. I knew that I was in for an undoubtedly lively time for I couldn't depend on that broken hind leg to be very much of a handicap. If it had been a broken fore leg the case would have been different. A deer with a fore leg disabled is as good as down and out. A disabled hind leg will hinder it scarcely at all in handling itself.

Well, this wounded buck started right in to give me a lively chase 'round and 'round that stump. For five minutes we circled around the stump, the buck's activity and vitality belying his appearance. I had no weapon, not even a pocket knife, but there was an ax in my sleigh. How to get at the ax, tho, was the puzzle. The sleigh was fifty yards away, but between it and the stump were several trees at irregular distances, but no two of them closer than ten feet. They were all small trees too, the timber having been pretty well thinned out.

It was plain to me that I couldn't put in a great deal more time speeding around that stump. My only chance was to make a break from the stump to the nearest tree and so on from tree to tree until I could get to the sleigh and secure my ax. With that I had no doubt that I could end the battle quickly.

I made the break, but when I got to and jumped behind the first tree on my course, which was not more than fifteen feet away, the buck's antlers grazed my back. I had expected tight work, but that it would be so close was more than I had calculated on. But I succeeded in dashing from one tree to another until I had only to get to the tree to which my horse was tied, and that was only the width of the roadway, my sleigh being on the side of the road I had first seen the buck on.

I had felt that my uncomfortable and perilous experience would soon be at an end, but I hadn't taken the feelings and disposition of my horse into account. I made the dash across the road and reached the tree all right, but as the furious buck sprang into the road the horse gave a jump, the halter strap snapt and away went horse, sleigh, axe, and all.

I had no time to think of that, tho, for I was now in full sight of the buck and he was coming like a locomotive. I turned to jump behind the tree, but I didn't get there. The buck struck me just behind my hind suspender buttons and lifted me so I cleared a snowdrift that extended along that side of the road. I landed on top of a snow bank. The crust was stiff enough to hold me and I went sliding on

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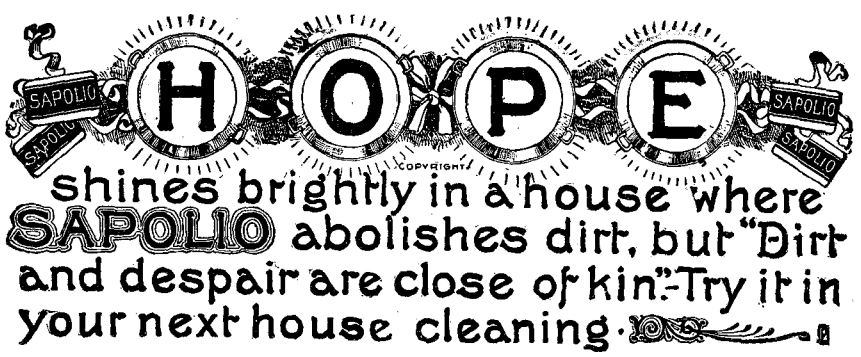

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Plain Words From a Painter To a House-Owner.

YOU would think that painters averaged better than bankers, lawyers or merchants, the way people trust them," said an old painter to a property-owner who had called him in to tell him why his painting had gone wrong.

¶ "Painters will average just as high in skill and honesty as any class, perhaps," he continued, "but don't think that good painters have no unworthy competitors. We have fakirs to contend with in our trade as much as you do in yours. And you property-owners make it hard for those of us who try to do the right thing. You leave everything to the painter.

¶ "But what painter? The man who bids lowest. What do you expect the cheapest man in the bunch will do to you when you leave it all to him? Of course you get stung sometimes.

¶ "There is nothing much wrong with this job except that the painter used a substitute for pure white lead and did his work too hurriedly. I suppose he had to do it in order to make anything on what you paid him."

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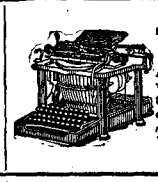

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over it, striking the ground ten feet on the other side of it. The blow and the landing knocked the breath out of me and the fall hurt me considerably, but the incident doubtless saved my life.

The buck, in his eagerness to get at me where I lay, mounted the snowbank. The crust broke beneath his sharp hoofs and all three of his sound legs instantly became as useless to him as was his broken leg. He sank into the snow to his belly, and, altho he showed his fury by threshing his great antlers on the snow and by loud, fierce snorts of anger, he was helpless. I got up and limped home as fast as I could. I met my son on the way, the horse reaching home without me having naturally alarmed my family. He went back with me and got his gun and went to the spot where I had so luckily escaped from the buck and put the poor creature out of its misery.

BICYCLE VS. TIGER

WHILE Mr. Henry Gilbert was making a walking-trip around the world a few years ago he had a little experience with an Indian tiger, which he will never forget. Near a place called Nagpur he fell in with an Englishman who had a bicycle. To break the monotony of the constant tramping, he borrowed the machine for a ride of a few miles. Tho he had been warned of tigers, he started off. After a while he felt tired, set his bicycle against a bush, lay down, and finally went to sleep. According to *Tit-Bits* (London), which relates the story, he was suddenly awakened by a curious noise. Looking up drowsily he beheld only thirty yards away "the fierce and wicked head and long, lithe, striped body of an immense tiger." To quote Mr. Gilbert's own words:

Whether he detected my presence I can not say, but he remained motionless for some time. It seemed absolutely impossible for me to think of escaping by means of the bicycle, for it was at least twenty yards from me; and how could I possibly reach it and make my way to the high-road without attracting the notice of the terrible animal, who in two or three bounds would be upon me?

Presently I saw him drop his head and begin to lap the water. As he raised his head again I knew that one single false movement on my part must inevitably attract his notice. Following every movement of the huge monster with terrible anxiety, I was at length relieved to see him apparently about to return into the jungle whence he had come; but, alas! some little bird moved in the bushes around me and the effect was instantaneous. The tiger stopt suddenly and wheeled around like lightning, his great eyes fixt intently upon the very spot where I lay.

He paused for a moment, and then, to my indescribable horror, commenced to creep slowly in my direction. Presently he got so close that I was only able to distinguish his movements by the crackling of the leaves and twigs as he crept along. I now felt that my case was quite hopeless. "Nothing," I said to myself, despairingly, "can save me from a dreadful death." And yet—so quickly does the brain work in

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such cases—only a mere fraction of time after these despairing thoughts, I conceived the desperate idea of making a dash for the bicycle.

Leaping to my feet, I fairly hurled myself in the direction of the bicycle. I threw myself upon it, and with the impetus so gained began to glide swiftly along—even before my feet touched the pedals—literally racing the tiger for dear life. The very instant I got fairly under way I heard the huge beast make his first leap in my direction. The fourth leap of the tiger brought him to within about six yards of my back wheel, and altho I was going as fast as a first-class bicycle can travel, a sixth leap almost brought the claws of the monster within striking-distance of my back tire. But still I pedaled away desperately.

Just at this moment I saw in front of me another straight road opening before me. You may judge of my terror, however, when I tell you that, as soon as I had turned into this new road, I beheld, lying right across my path, a huge tree that had fallen through decay. I charged the object headlong, and just before crashing into it I leapt from the machine and scrambled over recklessly, feeling certain that the tiger was gaining. It goes without saying that I literally threw myself into the saddle again with frantic energy, and pedaled away from the inexorable monster. I heard the tiger leap over the fallen tree, and, sick at heart, I realized that if the chase lasted much longer I should have to give up.

Greatly to my relief, however, a short distance in front on my left I saw yet another road, and a ray of hope came to me as I noticed a steep descent. This I entered upon like an arrow, and a minute or so later put fifty or sixty yards between my pursuer and myself. I was pretty well done for, however—so much so, that at one time I felt I must fall out of the saddle.

A little farther along I looked round, but the tiger was nowhere to be seen; he had given up the chase.

A WRITER OF SEVEN THOUSAND HYMNS

THIS is Mrs. Frances Jane Van Alstyne, better known as Fanny Crosby. Blind and ninety years old this month, she is still full of fun and life, and still writes, according to a brief sketch in the March *Ladies' Home Journal*. Indeed, "she laughingly says that she intends to live to be 103, for her mother lived to be 102, and she thinks she can improve on that record." We read further:

Every little while some mercenary book-hawker tries to sell a few extra copies of Miss Crosby's books by telling the prospective purchaser a woful tale, "Buy a book to help the poor blind writer who is starving in a little garret up in Connecticut," is the heart-moving utterance with which he hopes to coax forth money for his own profit. The purchaser buys the volume, and then, if he is curious, consults some publisher or friend of Miss Crosby who knows the facts.

"Is it true that New England's great hymn-writer is starving?" he inquires.

"Not at all," is the response. "She is on the pension list of at least one publishing firm and receives weekly from them a substantial check. This firm paid $300 to furnish a room for her, where she is living with

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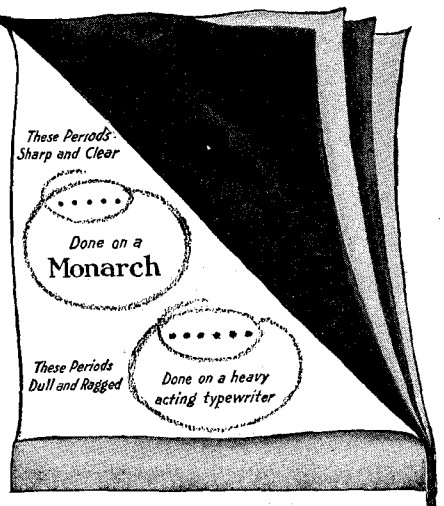

Try this experiment: Take several sheets of writing paper with carbons between; place them on a flat surface and drop a lead pencil, point down, from a height of 18 or 20 inches. Note the clearness of the dot, even on the bottom sheet. Now make a dot by pressing the pencil into the paper, and then examine your carbon copies. The top one will show clear enough but the others will be faint and blurred.

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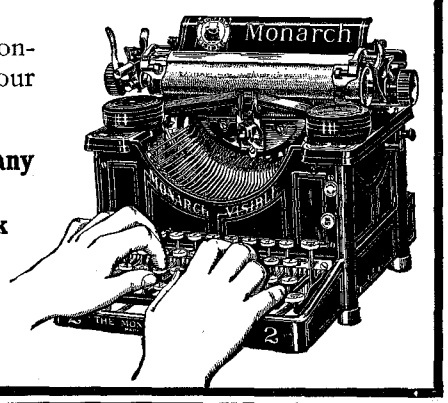

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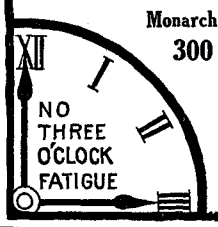

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her relatives. She will be supported the rest of her life whether she works or not, and when she dies this firm will bury her." . . .

No career in American history resembles hers. She has written between six thousand and seven thousand hymns. She has had one hundred and five different *noms de plume* because her publishers said they did not want to have the same name opposite every hymn in the book. When she lived in New York she used to write ten or twelve hymns every week.

Her versatility is amazing. She can compose music, and has set to music one of her own hymns. Her husband was a musician, and composed the music for a number of her hymns. He, too, was blind, but the two used to go about New York together without assistance. One of their friends jokingly said to him: "You know what the Bible says about the blind leading the blind." "Well, it doesn't apply here," he replied. "We travel side by side."

FLYING IN THE DESERT

AN aviation meet in Egypt, on the edge of the Arabian Desert! Aeroplanes in the land of the Pharaohs and the Sphinx! Yet, since trolley cars and automobiles have reached the Orient, why not the flying-machine? In the London *Daily Mail*, Mr. H. Hamilton Fyfe gives some idea of the discomforts of an air tournament at Heliopolis:

Of all the difficult places to reach commend me to the aviation ground at Heliopolis. However near you get to it you always have to trudge on foot through weary distances of desert sand. Sand! You think perhaps you know what sand is. Unless you have been in the desert you know nothing whatever about it. After a day at Heliopolis you change your clothes, every stitch you have on. You take a bath. You soak; you scrub. Yet when you have drest again in an entirely fresh outfit, you still feel as if you had only just come home and were as dusty as ever. No matter what color our clothes are when we start out spick and span from Cairo, we return a uniform gray from top to toe. Our boots and our suits and our hats and our faces are all the same.

The writer continues:

Do not imagine that "the desert" is an exaggeration or merely a manner of speaking. Here I am in the grand-stand. Before me, straight ahead and away to the right, stretches the genuine Arabian desert. Over yonder is the old caravan route to Suez. For hundreds of miles there is nothing but sand. We are on the edge of this abomination of desolation. Heliopolis is an "oasis town" of fine white villas and hotels between four and five miles from Cairo. It has risen out of the sand as if by magic. All around it stretches the gray shimmering waste of dryness and dust. To the left the eye is refreshed by a grateful expanse of green flatness that is the Nile Delta, where the water of the great river has turned the wilderness into a region of fertile plenty. But here where we are, there are no trees, no grass, no greenness. Only sand.

Yet to savor the strange contrast between these flying-machines, the latest words of progress, and this ancient Bible-land, with the bulk of its population looking just the same as they have done for hundreds,

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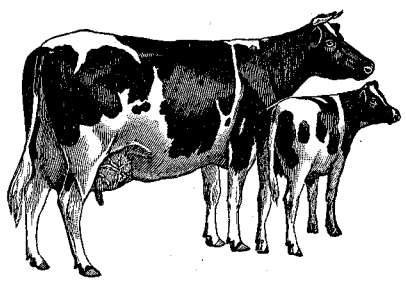

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possibly thousands, of years—to get the full effect of this meeting of East and West, it was well worth coming all this way. Cairo is a city of contrasts, but never has it presented any so piquant as this. Come outside the ground a moment. All along the wall of planks which surrounds the aerodrome there are natives peeping through the cracks in the wood. That one in a long flowing garment of white is a Bedouin; next to him is a huge Nubian with a face that shines like a freshly blacked boot; then a lean Arab in a ragged blue robe, beneath which his bare feet show up dark and uncanny against the light sand. The chattering group a little farther on are Syrians. Beyond them walks a Coptic priest in voluminous veils of black. Close to him is a family of Egyptians. The mother, wearing the regulation black dress and yashmak up to her eyes, is carrying an almost naked baby in the manner peculiar to Egypt. The child sits astride her left shoulder, kicking its plump, dusky little legs.

Its father wears the tarbush, or red fez, which, worn by the great majority of well-to-do natives, makes the streets as gay here as in Turkey. His wrapper of cloth reveals European boots, but otherwise he is Oriental all through. Most of the men outside here belong to the poorer class and wear turbans. Every variety is to be seen. Some have their heads so muffled up that they seem to be wearing half a dozen. On the other hand, in spite of the heat, many are bare-headed. Among them wander sellers of unspeakable refreshments, calling attention to their wares by a melancholy nasal cry. Over there is a group squatting round a pipe-player. But up goes Rougier soaring high into the blue and they jump up pointing excitedly and calling to one another in harsh Arabic, a language which must be spoken apparently as if you were always in a violent rage. Altho the sun is beating down fiercely, many have long mufflers wound about their throats. Well, they will be glad of them in an hour or two. As soon as the sun goes down it grows quite cold.

At sunset I find it hard to watch the aeroplanes. The sky goes through a whole series of the most gorgeous color effects imaginable. From the setting orb there radiate a full half-circle of streamers of crimson cloud, heavily dusted with gold. I think Herbert Spencer in his autobiography mentions these as a sunset phenomenon special to Egypt. Over the Delta to the north the sky is an exquisitely peaceful greeny blue. Eastward the reflected glow dyes the whole horizon rosy red. Then suddenly the sun dips, and it is dark almost at once.

Now begins the rush to get away, the trudge backward through the sand, the search for one's car amid a yelling mob of native "linkmen" and a seething mass of vehicles.

An Appropriate Name.—"What's that you call your mule?"

"I call him 'Corporation,'" answered the old colored man.

"How did you come to give him such a name?"

"F'um studyin' de animal an' readin' de papahs. Dat mule gets mo' blame an' abuse dan anyt'ing else in de township, an' goes ahead havin' his own way jes de same."—*Washington Star.*

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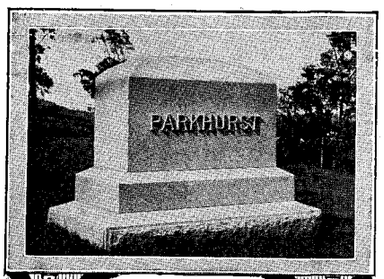

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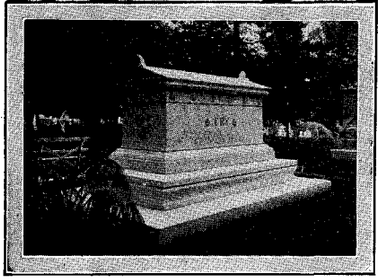

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THE SPICE OF LIFE

Putting it up to Uncle Joe.—A Washington dispatch states that Speaker Cannon recently received the following letter from Cleveland:

Our beaux cannot marry we girls because all foods and clothing is too high. What good is us girls if we do not have husbands? Why don't you make Congress provide husbands for us? You will do the country more good by seeing that all the young people are married. If all the young people were married, we would not need any Congress or President. This world would then be a paradise. We must have husbands. Get some for us.

One Exception.—SHE—(protestingly)—"That's just like you men. A man never gets into trouble without dragging some woman in with him."

HE—"Oh, I don't know. How about Jonah in the whale?"—*Boston Transcript.*

A Disappointment.—"Doctor, you operated on that patient in No. 49, didn't you?"

"Yes."

"Make a successful job of it?"

"No, I didn't. The operation was disgustingly simple, and the man wasn't in the slightest danger at any time. The elaborate preparations I had made for handling a critical case were wholly wasted."—*Chicago Tribune.*

The Three Ages of Childhood.—"How old are you, my dear?"

"Eight at home; seven and a half when I go by train, and six when I go out with mama."—*Bon Vivant.*

Found Wanting.—"So he has lost faith in deep breathing?"

"Yes; it wouldn't keep his hair from falling out."—*Houston Chronicle.*

Table of Contents Still There.—"Doctor," said the patient, upon whom the hospital surgeon had just operated for appendicitis, "you're the same surgeon that amputated the first finger of my right hand when I had it crusht in a railroad accident a few months ago, ain't you?" "Yes," answered the surgeon. "Well, you got my index then, and now you've got my appendix. I hope you are satisfied."—*Chicago Tribune.*

Out of Sight.—"Yes," said a traveling-man last night. "I was once out of sight of land on the Atlantic Ocean twenty-one days."

There was a small-sized crowd sitting around. Another man spoke up.

"On the Pacific Ocean one time I didn't see land for twenty-nine days," he said.

A little bald-headed man knocked the ashes from his cigar.

"I started across the Kaw River at Topeka in a skiff once," he said, "and was out of sight of land before I reached the other side."

"Aw, come off," said the man who had told the first tale. "The Kaw isn't more than three hundred feet wide at Topeka."

"I didn't say it was," said the little bald-headed man quietly. "The skiff turned over and I sank twice."—*Denver Post.*

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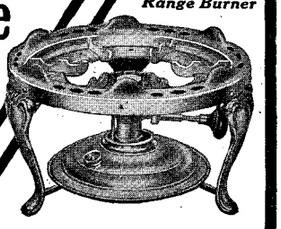

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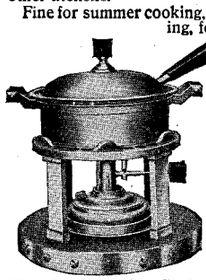

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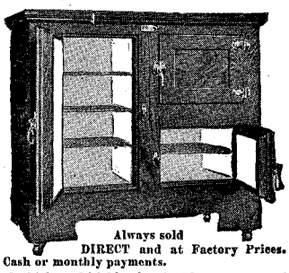

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So Kind.—COALMAN (who has been summoned from the street to a flat on the tenth story—no lift)—"How many hundredweight did you say, Mum?"

LADY (sweetly)—"Oh! I don't want any coal! I was only telling my little girl that if she kept on being naughty you'd take her away in your big black bag; but she's behaving better now, thank you very much."—*Punch.*

Bookshop Errors.—In a suburban bookshop the other day a woman sought a copy of "The Servant in the House," Charles Rann Kennedy's morality play. "No, madam," declared the clerk; "we haven't 'The Servant in the House,' but we have 'The Woman's Helper,' a most excellent cook-book." Quite in line with this was a recent reference in print to "Lost Borders," Mary Austin's story of the Far West, which the Harpers recently published, as Mary Austin's "Lost Boarders."—*Book News Monthly.*

A New Proverb.—No man is a hero to his own alarm-clock.—*Harvard Lampoon.*

A Complete Answer.—One of the smartest foes of the heckler is Dr. Macnamara, whose witty replies to questioners have often turned the laugh on his side.

"Are you in favor of the repeal of the blasphemy laws?" asked an excited old lady at one of his meetings.

"Madam," replied "Dr. Mac" gravely, "I am a golfer." —*M. A. P.*

Unreturned Favors.—A farmer was asked to assist at the funeral of his neighbor's third wife, and, as he had attended the funeral of the two others, his wife was surprized when he declined the invitation. On being pressed to give his reason he said with some hesitation: "You see, Mirandy, it makes a chap feel a bit awkward to be always accepting other folks' civilities when he never has anything of the same sort of his own to ask them back to."—*Ladies' Home Journal.*

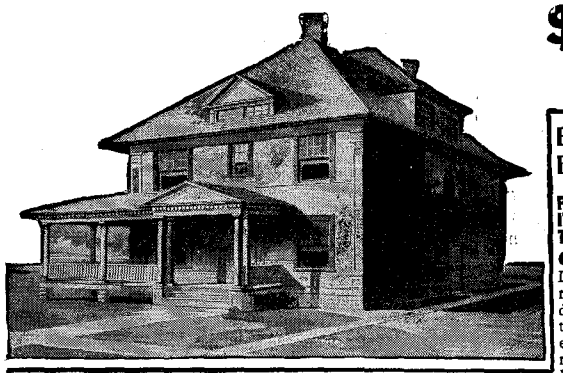
No Figures Given Out.—A little miss riding on a Brooklyn trolley-car the other day tendered the conductor half-fare. "How old are you little girl?" he queried, gingerly handling her fare. She pursed her lips for a moment, then calmly opened her purse, dropped two more pennies into the conductor's extended palm, snapt her purse, and demurely replied: "You have your fare, sir; my statistics are my own!"—*Brooklyn Life.*

Mark's Little Date.—TEACHER—"Now, Willie, tell us one of the principal events in Roman history, and mention the date."

WILLIE—"Mark Antony went to Egypt 'cos he had a date with Cleopatra."—*Harper's Bazar.*

A Call for Cough Drops.—"I tell you I must have some money!" roared the King of Maritania, who was in sore financial straits. "Somebody will have to cough up."

"Alas!" sighed the guardian of the treasury, who was formerly the Court jester, "all our coffers are empty."—*Tit-Bits.*



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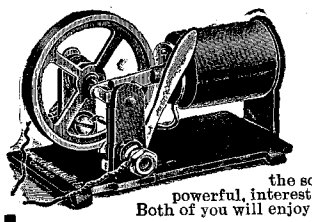

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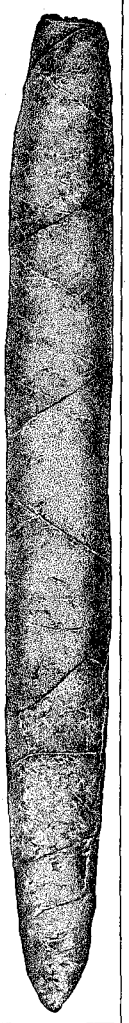
A BUSINESS man, an old customer of mine, walked into his associate's office recently, took from his cigar case four cigars of the same size and laid them on his partner's desk with the remark: "There are two qualities of cigars in that lot; can you separate them?"

The partner (a good smoker), after careful scrutiny, selected two and two. He was then informed that there were three cigars of one quality and one of another—guess again.



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The British Empire.—In a school playground during the recent campaign a youthful politician was heard addressing a friend thus: "You see, if we gave Ireland Home Rule, Germany would want it next."—*London Daily News.*

The Usual Thing.—"Doctor, is it absolutely necessary to operate on me?"

"N—no. But it's customary."—*Toledo Blade.*

Dirty Living and High Thinking.—A very dirty boy attended a certain school. One day the teacher sent the boy's mother a note saying that he was not clean and that she ought to bathe him oftener.

The mother sent the teacher a note in reply, in which she said:

"My boy Bill ain't no rose. Don't smell him; learn him."—*Ladies' Home Journal.*

Provided for.—BILLO—"Thort you couldn't afford to marry?"

NEDDO—"Well, I couldn't if it hadn't been fer that dollar I won on Speedwell."—*Sydney Bulletin.*

A Single Thought.—HE—"I am very fond of you." SHE—"Then we shall get along splendidly. I am very fond of myself."—*Boston Transcript.*

A Masterpiece, Anyway.—"Maud's hair is what you would call Titian, isn't it?"

"Well, Titian or imi-Titian."—*Boston Transcript.*

A Bit of Conservation.—An Englishman hired an Irish cabby to get him to the train. The Irishman's horse was going very slowly and the Englishman stuck his head out of the cab-window and said:

"Whip him up. Give him the gad. Hit him in a vital spot."

"An' sure," said the cabby, "I've hit him in every vital spot but the ears, and I'm saving them for the hill."—*National Monthly.*

An Event.—Johnny had two presents at the same time—one a diary, which he kept very carefully, and the other a pea-shooting pop-gun, which he fired indiscriminately on all occasions.

One day his mother found the following terse record in his diary: "Mondy cold and sloppy. Toosdy cold and sloppy. Wendsy cold and sloppy shot Grandma."—*Youth's Companion.*

When Two or Three are Gathered Together.—STELLA—"Two is company and three is——"

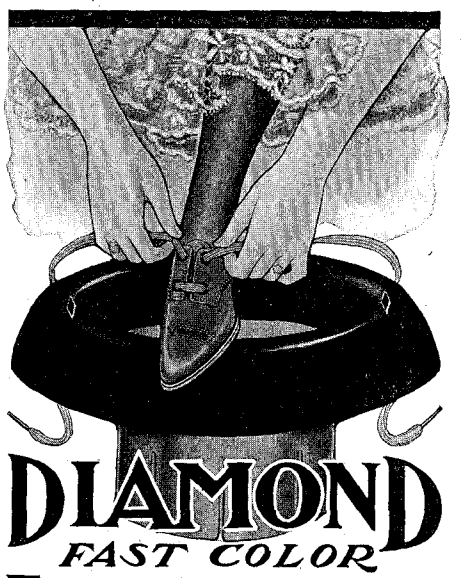
BELLA—"Divorce."—*New York Sun.*

Motherly Caution.—WILLIE—"Ma, can't I go out on the street for a little while? Tommy Jones says there's a comet to be seen."

MOTHER—"Well, yes; but don't you go too near."—*Boston Transcript.*

Poor Court of Appeal.—KRISS—"Gray doesn't seem to appeal to me."

KROSS—"I guess he knows you're always broke."—*Town Topics.*



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We rise, whate'er the hour 'tis none too soon,
Bolting our breakfast waste digestive powers,
Little we see the family that is ours,
We have bargained our time away, a sordid boon,
'Till some o'clock late in the afternoon.
But more than this our minds are at all hours
Scheming how greater profits may be ours.
For everything but this we are out of tune—
It moves us not—Great God, I'd rather be
An Eskimo in some unfathomed nook,
So might I have my pemmican and tea,
Without intrusions from explorer Cook,
Without awaking in the Arctic dawn
To hear old Peary blow his pole-ish horn.
—*Harvard Lampoon.*

Governmental Machinery.—"Why do you call your engine Central American Republic?"

"Because," answered the inventor, "it yields a maximum number of revolutions with a minimum application of initial force."—*Washington Star.*

Health Note.—A medical paper claims that a dentist's fingers carry disease germs. Moral: Boil your dentist.—*Boston Transcript.*

CURRENT EVENTS

Foreign

February 28.—Ex-President Roosevelt and party leave Gondokoro for Khartum.

March 1.—President Obaldia of Panama dies.

Ex-Minister of War Fonseca is elected President of Brazil.

March 2.—Another defeat of the insurgent forces is reported from Nicaragua.

Domestic

WASHINGTON

February 26.—Gifford Pinchot declares before the Ballinger Investigating Committee that Secretary Ballinger has been unfaithful to the public interests and has deceived President Taft.

The President sends a special message to Congress urging legislation improving the personnel of the Navy.

Secretary Meyer announces a proposed naval program calling for larger and more expensive battleships, and intended to make the United States Navy the greatest in the world.

February 27.—The Post-office Department gives out a statement in refutation of the publishers' argument against increased second-class mail rates.

February 28.—Mr. Aldrich's bill creating a Government Business Methods Commission is passed.

March 1.—In the Ballinger investigation Secretary Wilson says that he did not approve Mr. Pinchots' letter to Senator Dolliver.

March 2.—The bill appropriating $500,000 to purchase United States embassy buildings abroad is defeated in the House.

A bill is introduced in the Senate incorporating the "Rockefeller Foundation to promote the well-being and to advance the civilization of the United States;" this is expected to consist of the bulk of Mr. John D. Rockefeller's fortune, and to its administration John D. Rockefeller, Jr., will devote his life.

GENERAL

February 25.—Eastern railroads assert that it is impossible to grant their employees an increase in wages at this time.

February 26.—One man is killed and several injured in strike-riots in South Bethlehem, Pa.

February 28.—Senator Root's arguments for the Federal income-tax are presented to the New York State Legislature.

Chancellor MacCracken of New York University announces his resignation.

March 1.—Eighteen persons are injured in a collision in the Hudson Tunnel, New York City.

March 3.—Twenty-three men are killed and many injured in a mine explosion near Juneau, Alaska.

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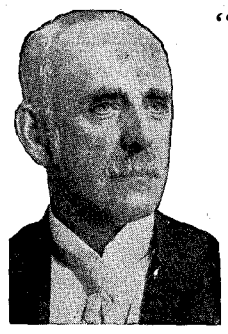

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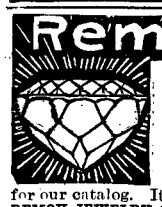

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"J. B." San Francisco, Cal.—"Can the words 'gauntlet' and 'gantlet' be used interchangeably in the sentence, 'The creature whose ancestor ran a *gauntlet* of severe tests is certain to be energetic'?"

These two words are not synonymous and care should be used to note the discriminations in use, as well as the distinctions in spelling. In the sentence cited the word "gauntlet" has reference to an exposure "to a series of hostile attacks or criticisms," as in the phrase "to run the gantlet," and is preferably spelled *gantlet*. (STANDARD DICTIONARY, p. 744, col. 1.) When the word is applied to a particular style of glove that was worn with medieval armor, *gauntlet* is the correct spelling.

"J. G. B.," Knoxville, Tenn.—"Kindly explain the difference, if any, between 'a square foot' and 'a foot square.'"

The difference between these two terms is that the first marks the surface area, while the second marks the boundary-line. If the figure one is taken as an example, as in this instance, the result of the calculations shows no difference in the figures; but if the one foot be reduced to inches in each instance, it will show that "one square foot" represents a surface area of 144 square inches, while "one foot square" refers to a plane figure each of whose four sides is 12 inches in length. "A foot square" becomes equal to "a square foot" only after a mathematical calculation.

"R. R. R.," Grabill, Ind.—"Please state whether the following sentence is complex or compound: 'To dare is great, but to bear is greater.'"

The construction of this sentence is compound, as the second member has no dependence upon he first, altho it is related to it in meaning. In a complex sentence one of the clauses is subordinate to the other, and dependent upon it for a completion of its meaning, but the members of a compound sentence will each make sense by itself, as is the case with the sentence quoted above.

"R. C. C.," Spokane, Wash.—"Kindly tell me when the word 'gotten' may be used. Are any of the following sentences correct in their illustration of the use of this verb? 'This material was *gotten* in New York.' 'I wrote the letter when I had *gotten* through with my other work.' 'After everything was *gotten* ready for them, they did not come.'"

The word "gotten" is correct in the first sentence cited, as it is used in the sense of "procure." The sense of mere possession, however, without first having acquired or obtained that which is spoken of, is incorrectly exprest by the word "gotten."

In the second sentence "gotten" is correctly used as an element of the phrase "to get through with," meaning *to complete*. (STANDARD DICTIONARY, p. 760, col. 2.)

"Gotten," in the third sentence, is properly used in the sense, "to bring into some specified state or condition" as a result of effort; as, "to *get* the work done," "to *get* the crops in." Hence the construction, "to get everything ready," is correct. The form of the sentence which you submit shows the passive construction of this verb.

Altho the past participle "gotten" is permissible, the form "got" is preferred.

"W. H. T.," Brampton, Ont.—"Are the following sentences correct? (1) 'He did not know that the earth *was* round.' (2) 'He has not spoken since I *have been* here.'"

(1) The STANDARD DICTIONARY (p. 2374, col. 2) states as follows on this point of the tense of the verb: "To the general rule of the attraction of tenses one notable exception is that, when the dependent sentence states a fact that is unchanging or universal, and hence always existing, the present tense is retained in the dependent sentence, even when the action of the principal verb is transferred to the past." Hence your first sentence should read, "He did not know that the earth *is* round."

(2) If the intention in this sentence is to express the idea that the speaker's presence in that particular place has been continuous, then "since I *have been* here" is correct. If, however, there has been an interval of absence from that place, "since I *was* here" is the correct tense of the verb to employ.

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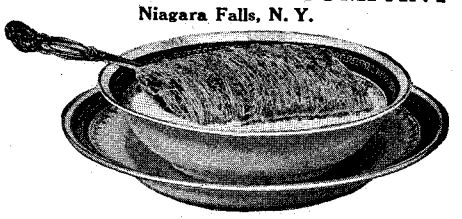

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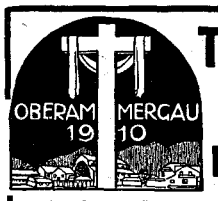

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Tour of all **Switzerland,** June 23.

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White Rose
Fragancia
Peau d'Espagne
Dactylis
Sandal Wood
La France Rose
Heliotrope
Lettuce
Monad Violet
Cradle
Coleo
7th Regiment Bouquet
Vioris
Glycerine
Honey
Oatmeal
Cashmere Bouquet
Pine Tar
Transparent Glycerine
Bay Rum
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Viodora
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White Lilac
Floating Bath
White Clematis
Turkish Bath
White Castile
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Tuscan Castile
Wheelmen's
Rosado
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Rico
Pure Olive Oil
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GUEST ROOM SIZE SOAPS

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Fragancia
Dactylis
Lettuce
Peau d'Espagne

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Shaving Stick, Shaving Tablets
Rapid-Shave Powder
Demulcent Shaving Tablets
Aseptic Shaving Cones
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Octagon Soap Powder
"1806" Laundry Soap
White Floating Soap

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Theioroma Fumigating Wafers
Glycerine, Cosmetic Lotion

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Peau d'Espagne
Cashmere Bouquet
La France Rose, Violet

TALC POWDERS

Violet
Cashmere Bouquet
Dactylis
Unscented

DENTAL PREPARATIONS

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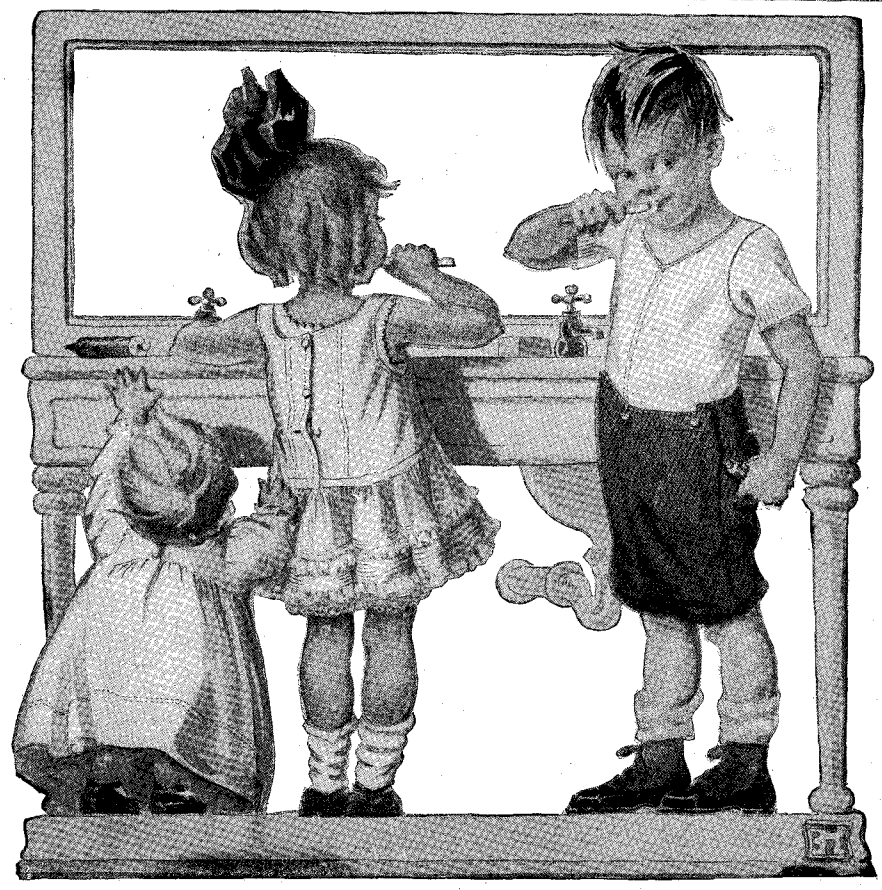
Liquid Dentifrice
Ribbon Dental Cream

TOILET POWDERS

Dactylis
Cashmere Bouquet
La France Rose
Violet
Vioris



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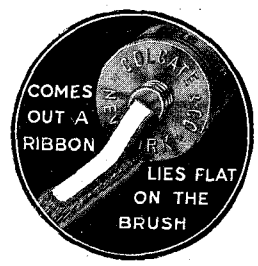

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Pansy Blossom
Robinia
White Lilac
Ylang Ylang
White Rose
Coronel
Fantasy
Frangipanni
Jasmin
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Musk
Mignonette
Bridal Bouquet
Moss Rose
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Tea Rose
Trailing Arbutus
Verbena
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Wedding March Bouquet
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de Caroline
Cassie
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Sweet Sixteen
Tuberose
Wood Violet
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Petite Perfumes
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TOILET WATERS

Eau de Cologne
Caprice
Dactylis
Violet
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La France Rose
Lavender Flower
Lilac
Lily of the Valley
Rosodora
Spirit of Lavender
Robinia
Vioris
White Rose
Cashmere Bouquet
Ylang Ylang
Florida
Carnation
Heliotrope
Monad Violet

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Vanilla
Lemon

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Alba Violet
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